

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

M.V. "ASHANTI" No. 87209 in R.B.

Shipbuilders: Messrs.

Yard No

Engineers: Messrs. *Hydqvist & Holm*

Engine No. Type M66

It is submitted that with engines for main propelling purposes, having particulars as stated below, the following size of shafting merit approval, viz.:

Sizes of Shafting:

Crank 160 mm	Flywheel	Thrust 120 mm
Intermediate	Tube	Screw

Particulars of Engines:

Engine Type 2SCSA	Max. Press. in Cylinders <i>shot exceeding 700 lb/in²</i>
Open Sea Service	M.I.P. or M.E.P. 5.5 kg/cm ²
Smooth Water Service	I.H.P. or B.H.P. 390
No. of Cylinders 6	Weight of ^{Turning} Flywheel 1225 kg
Diam. of Cylinders 250 mm	Diam. of ^{Turning} Flywheel 1150 mm
Stroke 420 mm	GD ² of Balance Weights
Span of Bearings 374 mm	GD ² of Turning Wheel
Revs. per Min. 325	Diam. of Propeller
	Screw Shaft Without Continuous Liner

The plan showing details of crank shaft also merits approval. It is noted that it is proposed to use a crankshaft taken from stock which has been made by Messrs. Skodawaska and has been inspected & tested by the Society's Surveyors & this is in order.

Fr 22/6

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