

MAIN PROPELLING OIL ENGINES.Shafting Endorsement.Shipbuilders: Messrs. *Van Schepelboom*Yard No **283**Engineers: Messrs. *John Stork & Co*Engine No. **4487/8**

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 *JOURNALS 470 mm diam*
~~with 100 mm central holes~~
 Intermediate *360 mm diam*

Thrust **385 mm dia.**Screw **405 mm dia.**Particulars of Engines:Engine Type **RSCDA**Max. Press. in Cylinders **45 kps/cm²**~~Open Sea Service~~M.I.P. ~~or~~ **5.6 kps/cm²**~~Smooth Water Service~~I.H.P. ~~or~~ B.H.P. **5500.**No. of Cylinders **7**Weight of Flywheel **10800 kps**Diam. of Cylinders **610 mm**Diam. of Flywheel **2740 mm**Stroke **150 mm**~~GD² of Balance Weights~~Span of Bearings **890 mm**~~GD² of Turning Wheel~~Revs. per Min. **130**Diam. of Propeller **4820 mm.**Screw Shaft With ~~at~~ Continuous Liner

The plans showing details of crank, thrust, intermediate, screwshafts and stern tube also merit approval.

It is noted that the screwshaft liner is fitted in three pieces and care should be taken to ensure that the junctions of the separate pieces are made by fusion through the whole thickness of the liner.

Return **43** Plan.Retain **43** Copy.

Lr 29/8



© 2020

 Lloyd's Register
 Foundation