

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Yacht. "LILY MAID IV".

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs. L. Gardner & Sons. Ltd.

Engine No.

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

Sizes of Shafting:

Crank Journals. $3 \frac{5}{8}$ "

Flywheel

Thrust

Intermediate

Tube

Screw

Reverse gear shafts $3" \times 2 \frac{1}{2}"$ (min.)
Lay shaft. $1 \frac{7}{8}"$.

Particulars of Engines:

Engine Type 4 S.C.S.A.

Max. Press. in Cylinders 650 lbs/sq. in.

Open Sea Service

M.I.P. or M.E.P. 108 lbs/sq. in.

~~Smooth Water Service~~

~~I.H.P. or B.H.P. 102~~

No. of Cylinders 6

Weight of Flywheel 584 lbs.

Diam. of Cylinders $5 \frac{1}{2}"$

Diam. of Flywheel $29 \frac{1}{2}"$

Stroke $7 \frac{3}{4}"$

~~GD² of Balance Weights~~

Span of Bearings $6 \frac{15}{16}"$

~~GD² of Turning Wheel~~

Revs. per Min. 800

~~Diam. of Propeller~~

~~Screw Shaft Without Continuous Liner~~

The plans showing details of crankshaft, connecting rod, flywheel and "Conic" type reverse gear also merit approval.

With ^{regards} reference to the statement contained in the Surveyor's letter to the effect that ~~Renold-chain~~ N^o 7105 is capable of transmitting 70 B.H.P. @ 600 r.p.m., it ~~is~~ ^{be pointed out} ~~found~~ by reference to Messrs. Renold's catalogue that this chain is designed to transmit only 31 B.H.P. @ 600 r.p.m.

Return Plans.

~~Retain Copy.~~

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