

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

WOOD AUXILIARY YACHT "LILY MAID IV"
 Shipbuilders: Messrs. _____ Yard No. _____
 Engineers: Messrs. W. H. Allen Sons & Co. Ltd Engine No. _____

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 ^{pins 90mm dia.} journals 100mm dia. | <u>Flywheel</u> | <u>Thrust</u> |
| <u>Intermediate</u> | <u>Tube</u> | <u>Screw</u> |

Particulars of Engines:

| | |
|----------------------------------|----------------------------------------------------|
| Engine Type <u>43CSA</u> | Max. Press. in Cylinders <u>4.5 kg per sq. cm.</u> |
| Sea Service | <u>M.I.P. or M.E.P.</u> |
| Booth Water Service | <u>I.H.P. or B.H.P. 100</u> |
| No. of Cylinders <u>6</u> | <u>Weight of Flywheel</u> |
| Diam. of Cylinders <u>145 mm</u> | <u>Diam. of Flywheel</u> |
| Stroke <u>180 mm</u> | <u>CD² of Balance Weights</u> |
| Diam. of Bearings <u>146 mm</u> | <u>CD² of Turning Wheel</u> |
| R.P.M. per Min. <u>1120</u> | <u>Diam. of Propeller</u> |
| | <u>Screw Shaft Without Continuous Liner</u> |

The plan shewing details of crank shaft also merits approval as amended.
 It should be pointed out that in the Firm's letter dated 24th April
 1934, it was stated that the engine for this vessel was to be
 of 100 B.H.P. and not 105 B.H.P. as now stated.

Lr. 6/7/34

Plan / Plan .

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