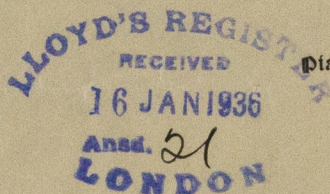


Lloyd's Register of Shipping.

HEAD OFFICE: 71, FENCHURCH STREET, LONDON, E. C. 3.

ATG/G

Port of Genoa (111),



Piazza Cavour, 35, 14th January 1936.

Dear Sir,

With reference to our letter of the 31st October last and your reply "E" of the 9th November last, we are forwarding for the consideration of the Committee, under separate cover, 3 plans (in triplicate) showing details of the Scavenge Pump Crank Shaft, and intermediate Shafting proposed for the new Main Engines intended to be constructed by Messrs FIAT - S.G.M. - Turin, for the motor vessels "FELLA", "CELLINA", "FELTRE" and "RIALTO", and with regard thereto have to acquaint you that:

The product of Total Weight of Flywheel x Dia. of Flywheel
60,000 Kg. m².

The maximum load applied on the Scavenge Pump Crank Pin is
10,000 Kgs. at an angle of 30° from the top dead centre.

The Dia. of the Propeller will be 4650 m/m.

The Makers further state that the particulars of the Thrust and Screw Shafts have not yet been determined; but the Plans will be forwarded as soon as a decision has been reached.

We are, Dear Sir,

Yours faithfully,

THE SURVEYORS TO LLOYD'S REGISTER

The Secretary,
LONDON. -

A. A. Griffiths

W 36-0094

W 36-0100

Lloyd's Register of Shipping

Head Office: 21, BANCURCH STREET, LONDON, E.C. 3.

ATG/6

Port of Geneva

14th January 1936

Dear Sir,

With reference to our letter of the 31st October last and your reply "Z" of the 9th November last, we are forwarding for the consideration of the Committee, under separate cover, plans (in triplicate) showing details of the Scavenge Pump Crank Shaft and intermediate shafting proposed for the new Main Engines intended to be constructed by Messrs V&A - S.G.M. - Turin, for the motor vessels "WHILA", "CELIANA", "WETTER" and "RIALTO" and with regard thereto

have to acquaint you that:

The product of Total Weight of Flywheel x Dia. of Flywheel = 60,000 Kg. m².

The maximum load applied on the Scavenge Pump Crank Pin is 20,000 Kgs. at an angle of 30° from the top dead centre.

The Dia. of the Propeller will be 4650 m/m.

The makers further state that the particulars of the Thrust and Screw Shafts have not yet been determined, but the plans

will be forwarded as soon as a decision has been reached.

We are, Dear Sir,

Yours faithfully,

16 JAN 1936

Referred to the Chief Engineer Surveyor



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