

SCHAAL 1: 40 - 1:10 EN WARE GROOTTE.

MACHINE 700 x 1080 x 1850 1300

R'DAM 23 OCTOBER. 1925

A = DIAM. OF H.P. CYLINDER = $27\frac{1}{2}'' = 700\text{ mm}$
 B = M.P. = $42\frac{1}{2}'' = 1080\text{ mm}$
 D = L.P. = $7\frac{1}{2}'' = 190\text{ mm}$
 S = STROKE OF PISTONS = $51'' = 1300\text{ mm}$
 P = ENGINE PRESSURE ABOVE ATM. = $180\text{ LB. PER SQ. IN.}$
 R = DIAM. PROPELLER = $212.62'' = 5400\text{ mm}$
 T = DIAM. INTERMEDIATE SHAFT AS PER RULE.

ASLEIDING
GEHEEL TE BEWERKEN.

DIAM. OF SHAFTS ACCORDING TO ENGLISH LLOYD RULES.

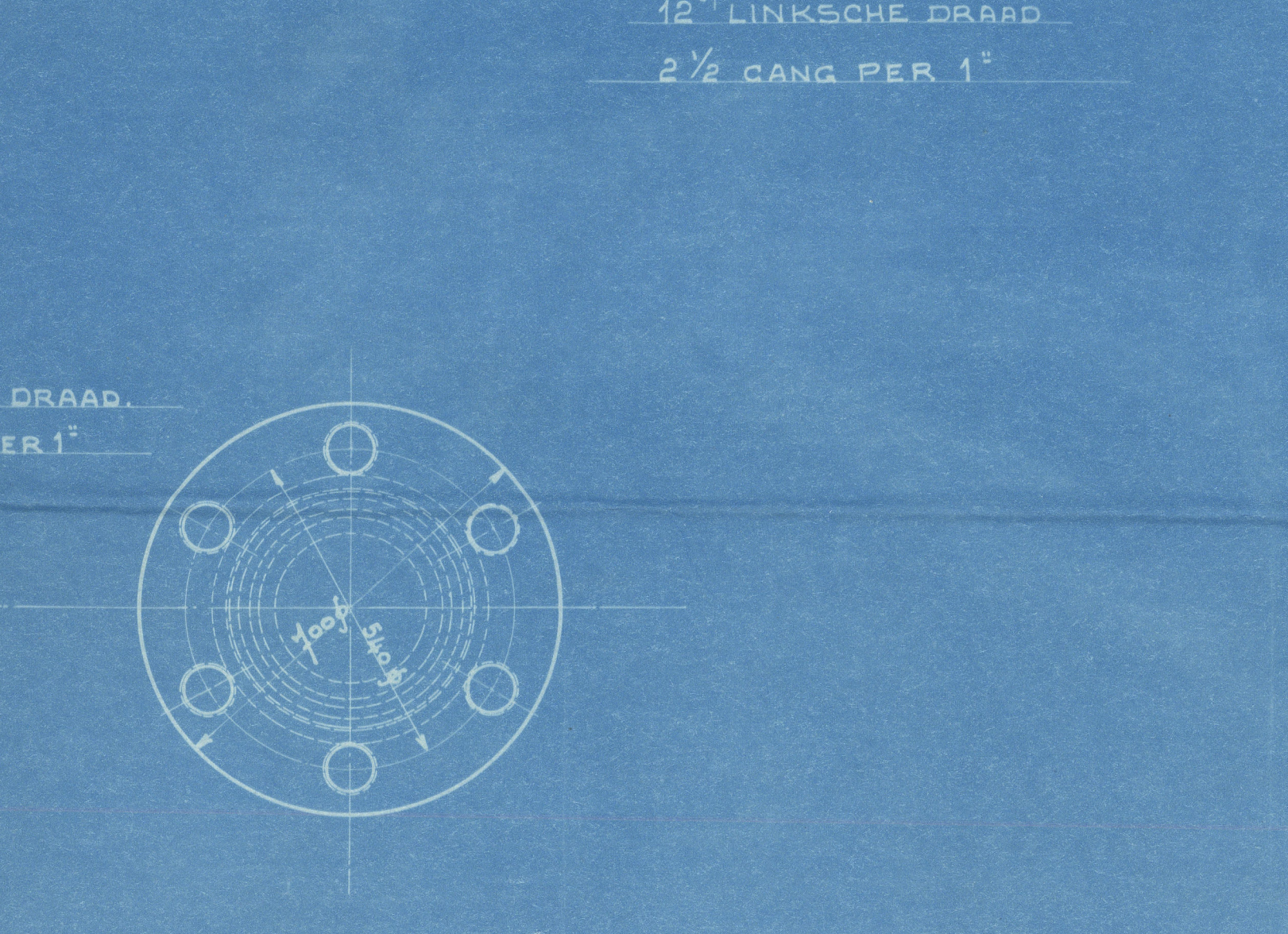
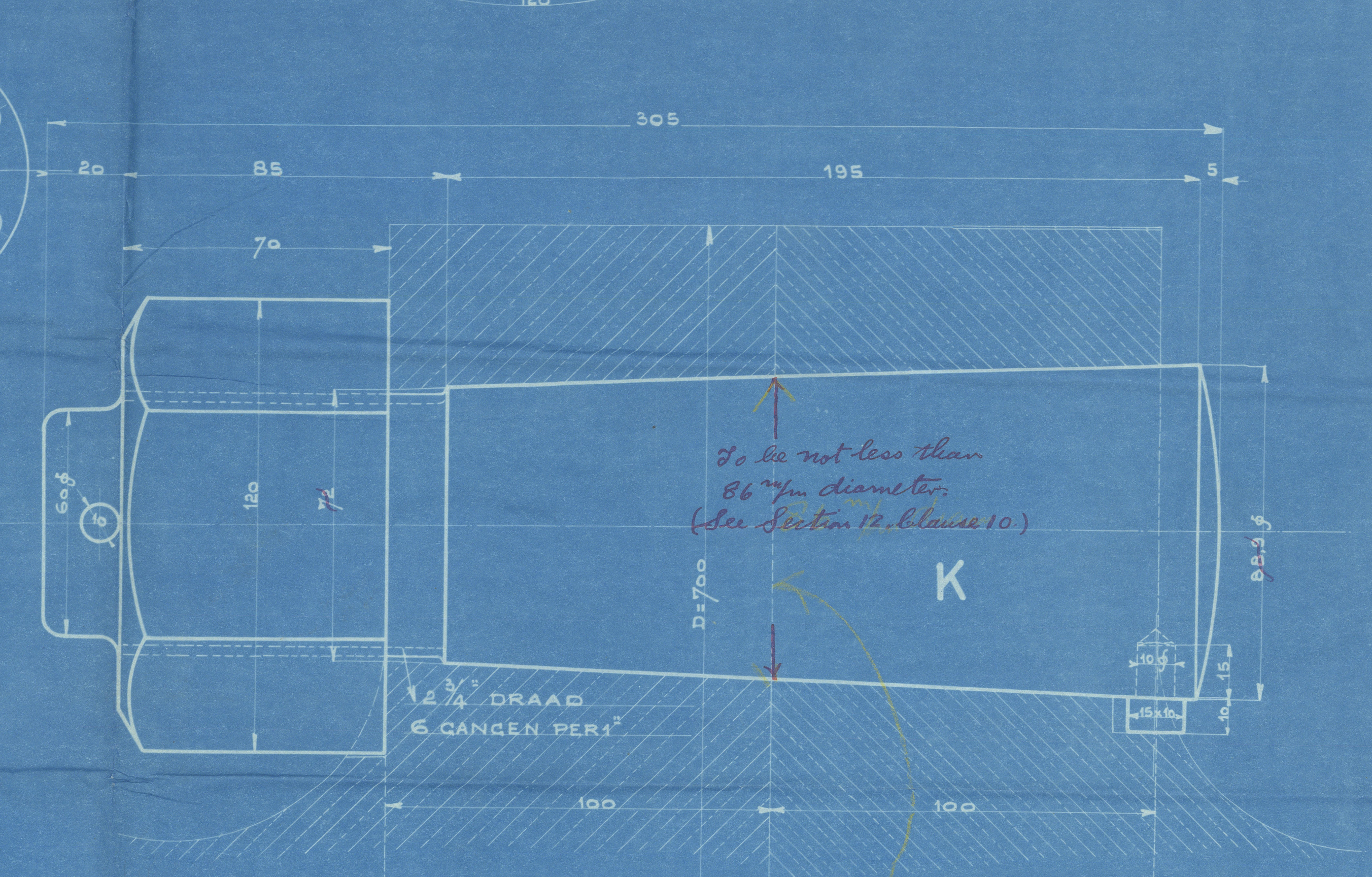
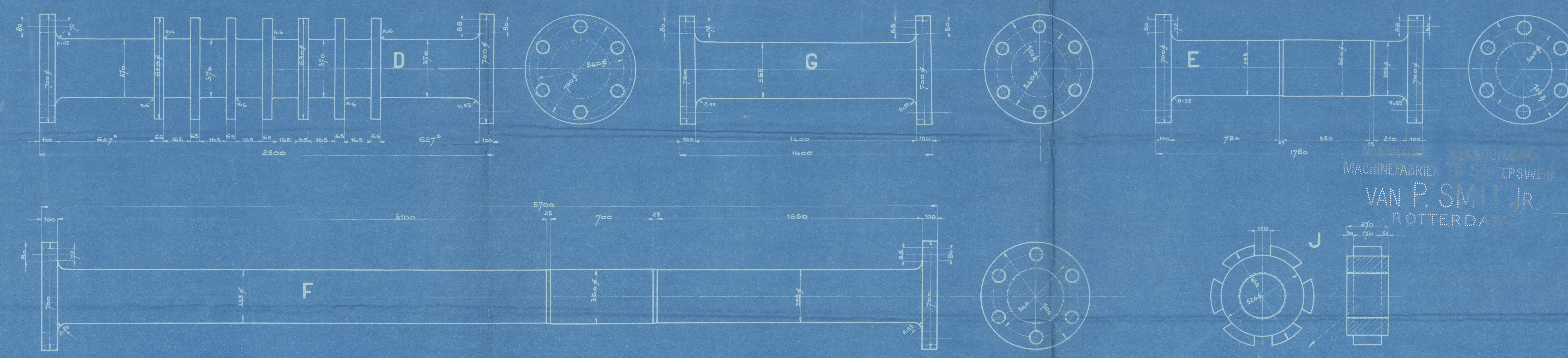
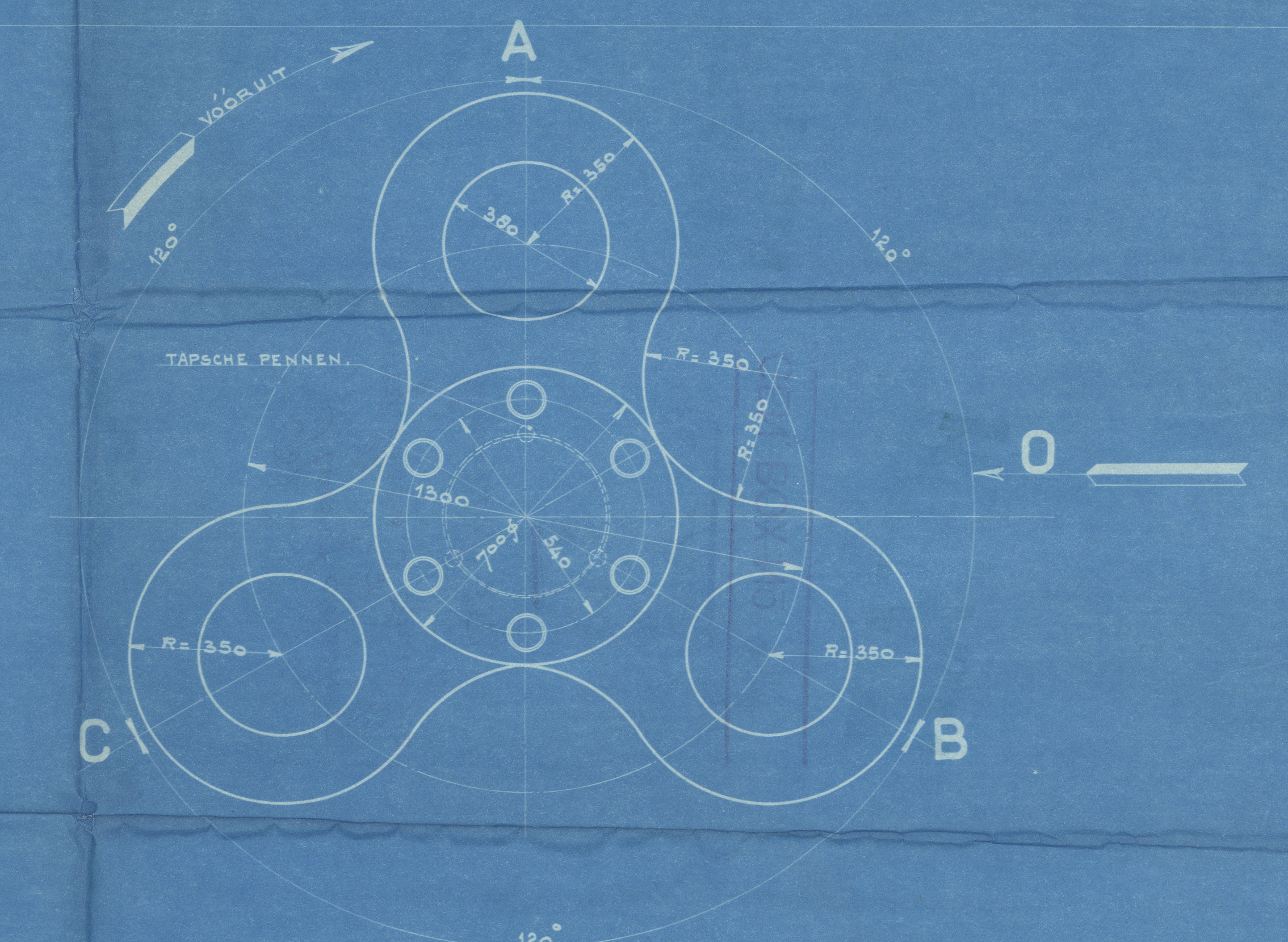
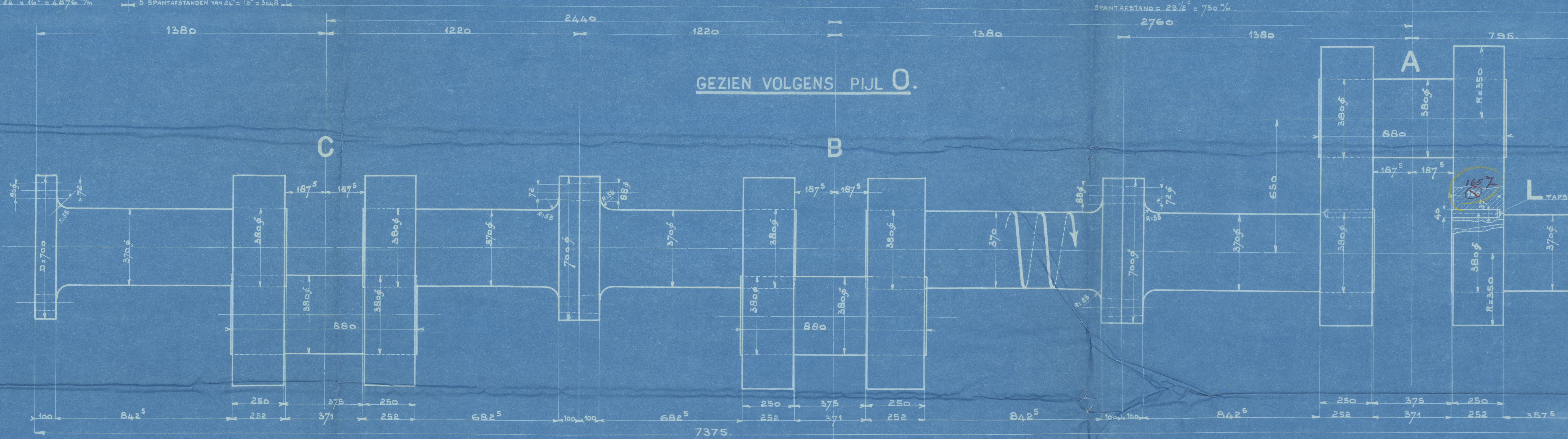
DIAM. OF INTERMEDIATE SHAFT
 $\text{DIAM.} = \sqrt[3]{0.038A + 0.008B + 0.002D + 0.0155S} \sqrt[3]{P}$
 $= \sqrt[3]{0.038 \times 27\frac{1}{2} + 0.008 \times 42\frac{1}{2} + 0.002 \times 7\frac{1}{2} + 0.0155 \times 51} \sqrt[3]{180}$
 $= \sqrt[3]{1.04 + 0.333 + 0.016 + 0.84} \times 5.646$
 $= \sqrt[3]{2.14 \times 5.646} = 13.55'' = 344\frac{1}{2}\text{ mm}$
 DIAM. OF INTERMEDIATE SHAFT HAS BEEN MADE $14'' = 355\text{ mm}$

DIAM. CRANKSHAFT AND THRUST SHAFT
 $\text{DIAM.} = \frac{S}{20} \times 13.55 = 14.25'' = 362\frac{1}{2}\text{ mm}$
 DIAM. HAS BEEN MADE $14.57'' = 370\frac{1}{2}\text{ mm}$

DIAM. PROPELLER SHAFT
 $\text{DIAM.} = 13.55 \sqrt[3]{0.03 + 0.005D}$
 $= 13.55 \sqrt[3]{0.03 + 0.005 \times 212.62}$
 $= 13.55 \times 1.1 = 14.9''$
 $= \frac{S}{20} \times 14.9 = 15.68'' = 400\frac{1}{2}\text{ mm}$
 DIAM. HAS BEEN MADE $15.95'' = 405\frac{1}{2}\text{ mm}$



GEZIEN VOLGENS PIJL O.



LETTER	AANTAL	OMSCHRYVING	MATERIAAL	GEWICHT	OPMERKINGEN
A	1	KRUKAS	B.H. STAAL		
B	1	KRUKAS	"		
C	1	KRUKAS	"		
D	1	COLLARAS	"		
E	1	TUSSEHENAS	"		
F	1	TUSSEHENAS	"		
G	1	TUSSEHENAS	"		
H	1	SCHROEFAS	"		
J	1	MOER VOOR SCHROEFAS	"		
K	72	BOUTEN MET MOEREN	"		MAAKEN 6 STUKS WERKLOOS
L	6	TAPSCHE PEN	"		

See also plan of fig. 27/2725

Handwritten signature and date: 23/10/25

Plan of Shafting
of Messrs. P. Smit Jr's
Engine N^o 358.

S/s no. 375

" "
Emmaplein de iborg

GEN. BOX NO 498

RETAIN

RETAIN

W 387-0375



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