



# Lloyd's Register of British & Foreign Shipping.

47, QUAI DE LA FOSSE

LLOYDS REGISTER.  
LONDON.

Nantes, 5<sup>th</sup> March 1915

G. DEMAREST,  
SURVEYOR.

REC'D 8 MAR 1915

ANS'D

The Secretary  
London

Sir,

As stated in my letter of the 2<sup>nd</sup> inst. regarding the propeller of the S.S. "Ohio", Nantes Rpt. No. 112, I now beg to forward the letter received from the Chantiers de l'Atlantique, adding a translation of it beneath my signature.

I am, Sir,

Your obedient servant

G. Demarest

## Translation—

Following upon your last visit re. the diameter of the propellers of the cargo vessels  $H^3$  &  $I^3$ , we think that your administration will not object to these propellers. We put before you therefore the following remarks—

(a) — The diameter of 5m 400, justified moreover



inquire upon & deliver to the highest & lowest

SECRETARY GENERAL

— 2/2/1915 — 6, 21/11/15

REGISTERED DOCUMENT

NO. 10000

1915

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1915

Received by

1915



Received by the Secretary General  
on 21/11/15 at 10.15 AM  
in the presence of the  
Secretary General and the  
Secretary of the Council  
and the Secretary of the  
Council of the League of  
Nations.

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8 1915

Referred to the Chief Engineer Surveyor.

Received by the Secretary General  
on 21/11/15 at 10.15 AM  
in the presence of the  
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Secretary of the Council  
and the Secretary of the  
Council of the League of  
Nations.



2

By vessel's midship sectional area of  $146.2 \frac{m^2}{m}$ , represents an increase of 8% on the diameter of "5m 000 about," shown upon the plan 18B 210 - of the shafting, approved upon the 26-12-1912 - We consider that the increase does not exceed what one might understand by the word "about" shown upon the plan & quoted above.

(6) In applying your administration's coefficients, we obtain, with a propeller of 5m 200 :

$$355 \times \left( 0.63 + \frac{0.03 \times 5200}{355} \right) = 379 \frac{m}{m} 63$$

of propeller diameter, & with 5m 400 —

$$355 \times \left( 0.63 + \frac{0.03 \times 5400}{355} \right) = 385 \frac{m}{m} 6,$$

355 being the diameter of the tunnel shaft. The diameter of tail shaft of 380  $\frac{m}{m}$ , which had been decided upon, is comprised in the above dimensions.

(c.) We confirm that this increase of diameter corresponded upon our plans with a decided reduction of pitch, which is only 4m 020, which gives a proportion of pitch to diameter



3

$$\frac{H}{D} = \text{only } 0.745-$$

Under those conditions, the engine power & the number of revolutions, which theoretically affect the strength of the shaft, have been made to conform to the first ideas.

We point out to you that Propeller No.  $H^3$  is already fitted, the vessel being at sea, that the propeller No.  $I^3$  has just been ordered at the Foundry of the South East at Marseilles, & that any alteration will be very prejudicial to our interests.

We think that, in view of the above explanation, you might kindly approve of our arrangements. Accept etc. —



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