Object	Document type	Additional description	Info
Shafts for propulsion including shaft for electric propulsion motor	M0152 - Non-destructive testing (NDT) report	Any welds shall be NDT checked (ultrasonic testing and surface crack detection) in the presence of the surveyor and shall be documented accordingly.	FI, L
Rigid couplings for propulsion thrusters and gear transmissions	M0152 - Non-destructive testing (NDT) report	By the manufacturer and reported to the Society.	FI, L
Propeller shaft liners	Z261 - Test report	Test pressure 2 bar. By the manufacturer and reported to the Society.	FI, L
FI = for information, L = local handling			

1.3.3 Documentation requirements

For general requirements for documentation, including definition of the info codes, see DNV-CG-0550 Sec.6.

1.3.4 Definitions

For a full definition of the documentation types, see DNV-CG-0550 Sec.5.

1.3.5 Applicable loads

Applicable load data shall be given. The load data or the load limitations shall be sufficient to carry out design calculations as described in [2], see also Ch.2 Sec.3 [2.1.1]. This means as a minimum:

P = maximum continuous power (kW)

T_0 = maximum continuous torque (Nm)

n_0 = r/min at maximum continuous power.

For plants with gear transmissions the relevant application factors shall be given, otherwise upper limitations (see Ch.2 Sec.2 for diesel engine drives) shall be used:

K_A = application factor for continuous operation however, not to be taken less than 1.1, in order to cover for load fluctuations

$$K_A = 1 + \frac{T_v}{T_0} = 1 + \frac{\tau_v}{\tau_0}$$

K_{AP} = application factor for non-frequent peak loads (e.g. clutching-in shock loads or electric motors with star delta switch)

$$K_{AP} = \frac{T_{peak}}{T_0} = \frac{\tau_{peak}}{\tau_0}$$

ΔK_A = application factor, torque range (applicable to reversing plants)

$$\Delta K_A = \frac{\tau_0 \ K_{A(p)} + |\tau_{\max reversed}|}{\tau_0}$$