

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Blythwood*

Yard No 52.

Engineers: Messrs. *J. G. Kincaid*

Engine No. *K118.*

It is submitted that with engines for main propelling purposes, having particulars as stated below, the following sizes of shafting merit approval, viz.:

Sizes of Shafting:

Crank *460 mm* with *134 mm* ~~central hole~~ ~~Flywheel~~

Thrust *18 1/4"*

Intermediate *19"* ~~Tube~~

Screw *18"*

Particulars of Engines:

Engine Type *4 SCSA*

Max. Press. in Cylinders *600 lb/sq"*

Open Sea Service

~~M.I.P. or M.E.P.~~

~~Smooth Water Service~~

~~I.H.P. or B.H.P.~~ *2800*

No. of Cylinders *8*

Weight of Flywheel *2.19 tons*

Diam. of Cylinders *650 mm*

Diam. of Flywheel *2218 mm*

Stroke *1400 mm*

~~Weight~~ ~~of~~ ~~Balance~~ ~~Weights~~ *8.05 tons*

Span of Bearings *844 mm*

~~Rad of gyration~~ ~~"~~ ~~"~~ ~~"~~ *28.6"*

~~of~~ ~~Turning~~ ~~Wheel~~

Revs. per Min. *112.*

Diam. of Propeller *15'-9"*

Screw Shaft With ~~out~~ Continuous Liner

The plans shewing details of the shafting also merit approval. It is noted that dowel pins will not be fitted in the crankshaft & the particulars of the shrinkage allowance & the yield point of the crankweb material are noted & in order.

Further the minimum sizes of shafting as given in the Surveyors letter meet the requirements of the Rules.

Return Plans.

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