

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.Replacement Engine.

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs.

Wichmann Motorenfabrik

Engine Type 4AB.

It is submitted that with engines for main propelling purposes having particulars as stated below, the following sizes of shafting merit approval, viz.: ^{subject to the conditions set forth in the Secretary's letter dated 13th inst. where applicable.}

Sizes of Shafting:

Crank Pin & Journals 170 mm diam Flywheel

Thrust 123 mm diam

Intermediate

Tube

Screw 120 mm diam

Particulars of Engines:

Engine Type

2SCSA

Max. Press. in Cylinders 25 kg/cm²M.I.P. or M.E.P. 3.4 kg/cm²~~I.H.P. or B.H.P.~~ 240

No. of Cylinders 4

Weight of Flywheel 625 kg

Diam. of Cylinders 320 mm

Diam. of Flywheel 680 mm

Stroke 320 mm

~~Weight~~ of Balance Weights 384 kg.

Span of Bearings 384 mm

~~wd² of Turning Wheel~~

Revs. per Min. 350

Radius of gyration of balance weights 204 mm
Diam. of Propeller 1450 mmScrew Shaft Without Continuous Liner ^{but} with approved oil gland.

The details of crank and straight shafting shown on the plans also merit approval but the method by which the propeller thrust is transmitted to the hull is not clear and the Surveyors should be asked to clarify this point and a plan of the S.K.F. type thrust should be submitted.

whether The Surveyors should also confirm that an approved oil gland will be fitted at the after end of the stern tube.

Return

1 set Plans

Retain

1 set Copies.

With regard to the shear area of the propeller key which, it is noted, is somewhat less than normal practice, it is concluded that the U.T.S. of the key will be not less than 50 kg/mm.

Ltr 3/5

C.D. - 60
2-5

T.V. endorsement.