

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Cochrane & Sons*

Yard No. *1319.*

Engineers: Messrs. *Amos & Smiths*

~~CONTRACT~~
Engine No. *782*

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

Sizes of Shafting:

Crank	Flywheel	Thrust
Intermediate <i>7 5/8" DIA</i>	Tube	Screw { <i>8 5/8" DIA. IN BODY</i> <i>8 1/8" DIA. AT FORWARD END.</i>

Particulars of Engines:

Engine Type <i>4 S. C. S. A.</i>	Max. Press. in Cylinders <i>740 lb./sq. in.</i>
	M.I.P. or M.E.P.
	I.H.P. or B.H.P. <i>750.</i>
No. of Cylinders <i>8.</i>	Weight of Flywheel <i>37 Cwts.</i>
Diam. of Cylinders <i>12 1/2 inches.</i>	Diam. of Flywheel <i>4'-3"</i>
Stroke <i>15 inches</i>	GD² of Balance Weights
Span of Bearings	GD² of Turning Wheel
Revs. per Min. { <i>400 (Engine)</i>	Diam. of Propeller <i>9'-0"</i>
" " " { <i>134 (Propeller)</i>	Screw Shaft Without Continuous Liner

The plan showing details of the intermediate and screw shafts also meets the requirements of the Rules.

It should be pointed out that before final approval can be given to the proposed sizes of shafting the particulars relating to the Torsional Vibration Characteristics required by Notice No. 1810 should be forwarded to this office for consideration.

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