

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Lithgows*
Engineers: Messrs. *D. Rowan & Co.*

Yard No. *906*
Engine No. *1020*

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

Sizes of Shafting:

Crank	<i>420 M/m</i>	Flywheel	Thrust	<i>420 M/m</i>
Intermediate	<i>14 1/2 "</i>	Tube	Screw	<i>15 1/2 "</i>

Particulars of Engines:

Engine Type <i>2 S.C.S.A. Opposed Piston</i>	Max. Press. in Cylinders	<i>570 lb/m²</i>
Open Sea Service	M.I.P. or M.E.P.	<i>90 lb/m²</i>
Smooth Water Service	I.H.P. or B.H.P.	<i>2850</i>
No. of Cylinders <i>4</i>	TOTAL Weight of Flywheels	<i>7.39 tons</i>
Diam. of Cylinders <i>560 M/m</i>	Diam. of Flywheels	<i>2120 M/m</i>
Stroke <i>2160 M/m Combined</i>	GD ² of Balance Weights	
^{<i>SIDE ROD</i>} Span of Bearings <i>1120 M/m</i>	GD ² of Turning Wheel	
Revs. per Min. <i>110</i>	Diam. of Propeller	<i>16'-0"</i>

Screw Shaft With ~~out~~ Continuous Liner

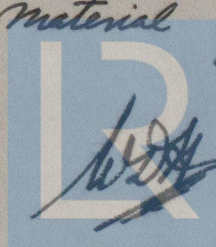
The plans showing details of the crank, intermediate and screw shafting also merit approval.

It is noted that dowel pins will not be fitted and with the proposed shrinkage allowance and yield point of the material of the crank webs this is in order.

Return Plan *4*

Retain Copy *4*

Lo 72/10



J. Maca.
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Lloyd's Register Foundation

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