

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Furness S.B. Co.*

Yard No *283*

Engineers: Messrs. *Hawthorn Leslie*

Engine No. *3941*

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

Sizes of Shafting:

Crank *460 mm*

Flywheel *460 mm* Thrust *460 mm*

Intermediate *470 mm*

Tube

Screw *400 mm*

Particulars of Engines:

Engine Type *4 SCFA*

Max. Press. in Cylinders *700 lb/in²*

Open Sea Service

M.I.P. ~~or~~ M.E.P. *135 lb/in²*

~~Smooth Water Service~~

~~I.H.P. or B.H.P.~~ *3500*

No. of Cylinders *8*

Weight of Flywheel *6000 kg.*

Diam. of Cylinders *650 mm*

Diam. of Flywheel *2260 mm*

Stroke *1400 mm*

~~GD² of Balance Weights~~

Span of Bearings *834 mm*

~~GD² of Turning Wheel~~

Revs. per Min. *120*

Diam. of Propeller *15 ft 9 in*

Screw Shaft ~~Without~~ Continuous Liner

The plans showing details of shafting also merit approval.

It is noted that dowel pins are not to be fitted to the crank shaft and the shrinkage allowance and yield point of the material as stated on the plans are in order.

Return Plans.

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