

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *John Cockeill* Yard No *657*
Engineers: Messrs. " Engine No.

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 ~~pin~~ *240 mm dia with 115 mm central hole* Flywheel *60 mm* Thrust *220 mm dia with 60 mm central hole*
Intermediate Tube Screw

Particulars of Engines:

Engine Type <i>2SCSA.</i>	Max. Press. in Cylinders <i>4.9 kgp/cm²</i>
Open Sea Service	M.I.P. or M.E.P. <i>5.35 kgp/cm²</i>
Smooth Water Service	I.H.P. or B.H.P. <i>1000</i>
No. of Cylinders <i>6</i>	Weight of Flywheel
Diam. of Cylinders <i>350 mm</i>	Diam. of Flywheel
Stroke <i>620 mm</i>	GD² of Balance Weights
Span of Bearings <i>460 mm</i>	GD² of Turning Wheel
Revs. per Min. <i>240</i>	Diam. of Propeller
	Screw Shaft Without Continuous Liner

The plan shewing details of the crank & thrust shafts also merit approval provided the steel castings be made at an approved works & be tested as required by the Rules. It is noted that dowel pins will not be fitted ^{accordingly} & the Surveyors should state the proposed shrinkage allowance & the yield point of the crank web material.

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