

# MAIN PROPELLING OIL ENGINES.

E1.

## Shafting Endorsement.

Shipbuilders: Messrs. **HALBORG.**  
Engineers: Messrs. **Burneister & Co.**

Yard No. **64**  
Engine No. **2973**  
**2976**

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 **344 mm** Flywheel Thrust  
**with 115 mm central Coe**  
Intermediate Tube Screw

### Particulars of Engines:

Engine Type	<b>2 SC SA</b>	Max. Press. in Cylinders	<b>49. Kg cm<sup>2</sup></b>
Open Sea Service		M.I.P. or M.E.P.	<b>6 Kg cm<sup>2</sup></b>
Smooth Water Service		I.H.P. or B.H.P.	<b>1850</b>
No. of Cylinders	<b>6</b>	Weight of Flywheel	
Diam. of Cylinders	<b>500 mm</b>	Diam. of Flywheel	
Stroke	<b>900 mm</b>	GD <sup>2</sup> of Balance Weights	<b>4600 Kg m<sup>2</sup></b>
Span of Bearings	<b>652 mm</b>	GD <sup>2</sup> of Turning Wheel	<b>1150 Kg m<sup>2</sup></b>
Revs. per Min.	<b>164.</b>	Diam. of Propeller	

~~Screw Shaft Without Continuous Liner~~

The plan showing details of crankshaft also merits approval. It is noted that daniel pins will not be fitted in this shaft and with the shrinkage allowance and yield point of the material proposed, this is in order.

Return Plan **2**  
Retain Copy. **1.**

Colh.  
19.12.38