

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Bremer Vulkan* Yard Nos. *748, 749, 750*
Engineers: Messrs. *do* 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 *460 m.m. dia.* ~~Flywheel~~ ~~Thrust~~
~~Intermediate~~ ~~Tube~~ ~~Screw~~

Particulars of Engines:

Engine Type <i>2.S.C.S.A.</i>	Max. Press. in Cylinders <i>45 Kg/cm²</i>
Open Sea Service	M.I.P. or M.E.P. <i>5.6 Kg/cm²</i>
Smooth Water Service	I.H.P. or B.H.P. <i>4100</i>
No. of Cylinders <i>8</i>	Weight of Flywheel
Diam. of Cylinders <i>680 m.m.</i>	Diam. of Flywheel
Stroke <i>1200 m.m.</i>	GD² of Balance Weights
Span of Bearings <i>925 m.m.</i>	GD² of Turning Wheel
Revs. per Min. <i>115</i>	Diam. of Propeller
	Screw Shaft Without Continuous Liner

Plan No. 69-66 showing details of M.E. crank shaft & plan No. 74-221 showing scavenge pump crank shaft also merit approval.

It is noted that dowel pins may not be fitted in this M.E. crank shaft & with ~~details of~~ yield point of material for combined crank webs & pins together with shrinkage allowance as stated this is in order

Return²Plans.

Retain²Copys

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Lloyd's Register
Foundation

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