

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *J. L. Thompson & Sons, Ltd.* Yard No *600*
 Engineers: Messrs. *Richardsons, Westgarth & Co.* Engine No. *H. 2695*

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

Sizes of Shafting:

Crank	Flywheel	Thrust
Intermediate <i>13½" dia.</i>	Tube	Screw { <i>15" dia. in body</i> <i>14¼" dia. forward of stern gland</i>

Particulars of Engines:

Engine Type <i>2- S.C. opposed piston</i>	Max. Press. in Cylinders <i>570 lb/in².</i>
Open Sea Service	M.I.P. or M.E.P.
Smooth Water Service	I.H.P. or B.H.P. <i>3200</i>
No. of Cylinders <i>4</i>	Weight of Flywheel { <i>Forward 1.37 tons</i> <i>aft 1.5 tons</i>
Diam. of Cylinders <i>600 mm</i>	Diam. of Flywheel { <i>Forward 7'-7"</i> <i>aft 6'-4¾"</i>
Stroke { <i>Upper piston 980 mm.</i> <i>Lower piston 1340 mm.</i>	GD² of Balance Weights
Span of Bearings	GD² of Turning Wheel
<i>Centres of side rods 1200 mm</i>	Diam. of Propeller <i>16'-0"</i>
Revs. per Min. <i>106</i>	Screw Shaft With out Continuous Liner

The plan shewing details of stern tube and straight shafting also merits approval.

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