

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Nederlandsche Scheepsbouw* ^{*nljs*} Yard No. *268*
Engineers: Messrs. *Machinefabriek Jhr. Stork & Co.* Engine No.

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	<i>470 m/m.</i>	Flywheel	Thrust	<i>394 m/m.</i>
Intermediate	<i>375 m/m</i>	Tube	Screw	<i>450 m/m.</i>

Particulars of Engines:

Engine Type	<i>2 SCDA.</i>	Max. Press. in Cylinders	<i>4.5 kgs/cm²</i>
Open Sea Service		M.P.P. or M.E.P.	<i>4.4 kgs/cm²</i>
Smooth Water Service		I.H.P. or B.H.P.	<i>5500</i>
No. of Cylinders	<i>8</i>	Weight of Flywheel	<i>5500 kgs.</i>
Diam. of Cylinders	<i>610 m/m.</i>	Diam. of Flywheel	<i>2400 m/m.</i>
Stroke	<i>1150</i>	G.D. of Balance Weights	
Span of Bearings	<i>890 m/m.</i>	G.D. of Turning Wheel	
Revs. per Min.	<i>115</i>	Diam. of Propeller	<i>5200 m/m.</i>
		Screw Shaft With	an Continuous Liner

The plans showing details of crank, thrust, intermediate and screw shafting also merit approval, provided the propeller key be not less than 460 m/m. long. It is concluded that the span of bearings between inner edge and inner edge is 890 m/m and not 1890 m/m. as stated on the plan, but this should be confirmed. It is also concluded that dowel pins are not to be fitted, & in the circumstances the yield point of the material of the crank webs, together with the shrinkage allowance, should be forwarded.

Return Plan. *1 of each.* for consideration.

Retain Copy. *1 of each.*