

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Lithgows Ltd.*

Yard No. *898/9*

Engineers: Messrs. *Barclay Curle & Co Ltd* Engine No. *109/110*

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>420 mm</i>	Flywheel	Thrust <i>420 mm</i>
Intermediate <i>12 1/4"</i>	Tube	Screw <i>13 11/16"</i>

Particulars of Engines:

Engine Type *2SC9A Opposed piston*
Dorford Type.

Max. Press. in Cylinders *not exceeding*
600 lb/sq in

Open Sea Service

M.I.P. ~~or~~ M.E.P. *89 lb/sq in*

~~Smooth Water Service~~

~~I.H.P. or B.H.P.~~ *1890*

No. of Cylinders *3*

~~Weight of Flywheel~~

Diam. of Cylinders *560 mm*

~~Diam. of Flywheel~~

Combined Stroke *2160 mm*

~~GD² of Balance Weights~~

centres of side cranks
Span of Bearings *1120 mm*

~~GD² of Turning Wheel~~

Revs. per Min. *99*

Diam. of Propeller *not exceeding 16'0"*

Screw Shaft ~~With~~ Continuous Liner

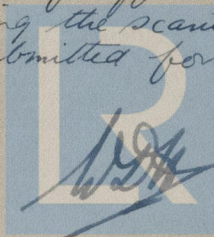
The plan showing details of the crankshaft also merits approval

It is noted that the soleplate, columns & entablature are of welded construction & similar to Barclay Curle's Yd No 658 but the engines now under consideration are of different particulars to those of that Yd no. plans showing the scantlings of the soleplate columns & entablature should be submitted for consideration & approved

Return Plan .

Retain Copy.

Ltr. 6/6



J.D.P.
5/6/36
Lloyd's Register
Foundation