

MAIN PROPELLING OIL ENGINES.

Shafting Endorsement.

Shipbuilders: Messrs. *Denny & Bros.* Yard No. *1333*

Engineers: Messrs. { *Denny* } Engine No. *23335*
 { *Pulzer* } *23342*

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

Sizes of Shafting:

Crank	<i>320</i> ^M / _M	Flywheel	Thrust
Intermediate		Tube	Screw

Particulars of Engines:

Engine Type	<i>2SCSA</i>	Max. Press. in Cylinders	<i>850 lb/m²</i>
Open Sea Service		M.I.P. or M.E.P.	<i>80 lb/m²</i>
Smooth Water Service		I.H.P. or B.H.P.	
No. of Cylinders	<i>7</i>	Weight of Flywheel	
Diam. of Cylinders	<i>480</i> ^M / _M	Diam. of Flywheel	
Stroke	<i>700</i> ^M / _M	GD² of Balance Weights	
Span of Bearings	<i>550</i> ^M / _M	GD² of Turning Wheel	
Revs. per Min.		Diam. of Propeller	
		Screw Shaft Without Continuous Liner	

ply per later plan

The plan showing details of the crankshaft also merits approval.

The Surveyor should be informed that the minimum size of crankshaft which could be accepted for this engine is *282* ^M/_M it being noted that the material of the shaft has a minimum tensile strength of *32 tons/m²*.

Return 2 Plan.

Retain 1 Copy.

L-15/3

J. Mea
12/13/38