

MAIN PROPELLING OIL ENGINES.Shafting Endorsement.Shipbuilders: Messrs. *Denny & Bros.* Yard No. *1333*Engineers: Messrs. *{ Denny* { Engine No. *23335*  
*{ Sulzer* { *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> $\frac{M}{M}$ | Flywheel | Thrust |
| Intermediate |                          | Tube     | Screw  |

Particulars of Engines:

|                                 |                          |   |                             |
|---------------------------------|--------------------------|---|-----------------------------|
| Engine Type                     | <i>2SCSA</i>             | Max. Press. in Cylinders                        | <i>850 lb/m<sup>2</sup></i> |
| <del>Open Sea Service</del>     |                          | M.I.P. or M.E.P.                                | <i>80 lb/m<sup>2</sup></i>  |
| <del>Smooth Water Service</del> |                          | I.H.P. or B.H.P.                                | <i>24 per later plan</i>    |
| No. of Cylinders                | <i>7</i>                 | <del>Weight of Flywheel</del>                   |                             |
| Diam. of Cylinders              | <i>480</i> $\frac{M}{M}$ | <del>Diam. of Flywheel</del>                    |                             |
| Stroke                          | <i>700</i> $\frac{M}{M}$ | <del>GD<sup>2</sup> of Balance Weights</del>    |                             |
| Span of Bearings                | <i>550</i> $\frac{M}{M}$ | <del>GD<sup>2</sup> of Turning Wheel</del>      |                             |
| <del>Revs. per Min.</del>       |                          | <del>Diam. of Propeller</del>                   |                             |
|                                 |                          | <del>Screw Shaft Without Continuous Liner</del> |                             |

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*  $\frac{M}{M}$  it being noted that the  
material of the shaft has a minimum tensile  
Return<sup>2</sup>Plan. strength of *32 tons/m<sup>2</sup>*.

Retain/Copy.

*L-15/3*

*J. Mea*  
*12/13/38*