

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Burneider & Co* Yard No *646*  
Engineers: Messrs. " " Engine No. *3013*  
*3014.*

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

Sizes of Shafting:

*485mm diam with 115mm central hole,*  
Crank Flywheel Thrust *460*  
Intermediate Tube Screw

Particulars of Engines:

Engine Type	<i>2SCDA</i>	Max. Press. in Cylinders	<i>49 Kg/cm<sup>2</sup></i>
<del>Open Sea Service</del>		M.I.P. or M.E.P.	<i>6.3 Kg/cm<sup>2</sup></i>
<del>Smooth Water Service</del>		I.H.P. or B.H.P.	<i>6000 each engine</i>
No. of Cylinders	<i>6</i>	<del>Weight of Flywheel</del>	
Diam. of Cylinders	<i>620mm</i>	<del>Diam. of Flywheel</del>	
Stroke	<i>1400mm</i>	GD <sup>2</sup> of Balance Weights	<i>58,000 Kg m<sup>2</sup></i>
Span of Bearings	<i>1164mm</i>	GD <sup>2</sup> of Turning Wheel	<i>10,000 Kg m<sup>2</sup></i>
Revs. per Min.	<i>100</i>	<del>Diam. of Propeller</del>	

The plan showing details of crankshaft also merits approval

It is noted that drill pins will not be fitted and with the proposed shrinkage allowance and yield point of crankweb material, this is in order.

Return *2* Plan.  
Retain *1* Copy.

*L-2/2*



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*1.2.39.*