

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Tw. Sc. Steel Motor Yacht for V. Macandrew Esq.

Shipbuilders: Messrs. *Philip & Son Ltd, Dartmouth* Yard No *847*

Engineers: Messrs. *Gleniffer*

Engine ~~no~~ Type *D.C. Series 16*

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:

Crank		Flywheel		Thrust
Intermediate	4"	Tube		Screw 4 1/2"

Particulars of Engines:

Engine Type	<i>4 SCSA, Vee type</i>	Max. Press. in Cylinders	<i>not exceeding 700 lb/in²</i>
Open Sea Service		M.I.P. or M.E.P.	
Smooth Water Service		I.H.P. or B.H.P.	<i>320</i>
No. of Cylinders	<i>16</i>	Weight of Flywheel	
Diam. of Cylinders	<i>6"</i>	Diam. of Flywheel	
Stroke	<i>7"</i>	GD ² of Balance Weights	
Span of Bearings		GD ² of Turning Wheel	
Revs. per Min. of engine	<i>900</i>	Diam. of Propeller	<i>56"</i>
" " " " propeller	<i>450</i>	Screw Shaft	<u>Without</u> Continuous Liner

It is concluded that plans of the crank & straight shafting will be submitted for consideration in due course, and that the engine particulars are precisely as stated above, but this should be confirmed.

It is noted that it is proposed to fit bronze screw shafts in this vessel and these shafts may be forged by hammer or by press or if in straight lengths they may be rolled, but shafts made by extrusion are not accepted.

The tensile strength of these screw shafts should be 28/32 tons/in² and the sum of the tensile strength and the percentage of elongation measured on the Retain Piece.

Advise Glasgow & Plymouth Surveyors Retain Copy.

Society's Standard test piece should be not less than 57.

HRS 3/8/37