

MAIN PROPELLING OIL ENGINES.

W357-0026

E1.

Shafting Endorsement.

M.V. BRITISH PETROL

Shipbuilders: Messrs. Swan Hunter & N.R. Yard No 1598

Engineers: Messrs. Vickers Armstrongs Ltd Engine No. 666.

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 $16\frac{1}{2}$ " diam with $2\frac{3}{4}$ " dia central hole Flywheel
Intermediate $15\frac{1}{4}$ " Tube

Thrust 27"
Screw $15\frac{1}{4}$ "

Particulars of Engines:

Engine Type Z.S.C.D.A.

Open Sea Service

~~Smooth Water Service~~

No. of Cylinders 6.

Diam. of Cylinders 600 mm

Stroke 900 mm.

Span of Bearings 32.3"

Revs. per Min. 107

Max. Press. in Cylinders { Top 625 lbs/in² f cylinder
Bot. 590 lbs/in² water c

M.I.P. or M.E.P. { Top 82 lbs/in²
Bot. 72 lbs/in² k to th

I.H.P. or B.H.P. 3000 B.H.P. ainer u

WR²
Weight of Flywheel 60,000 lbs.ft.²

Diam. of Flywheel

GD² of Balance Weights

GD² of Turning Wheel

Diam. of Propeller 15.9"

Screw Shaft With ~~Continuous~~ Continuous Liner

the plans showing details of thrust & intermediate shafting
has merit approval it being noted that it is proposed
to retain the existing screw shaft & stern tube.

2
Return Plans each Nos 4775
1452.

1
Retain Copy. " Nos 4775
1452.

Barrow F.E Rept No 2456
E.I. 50, 12, 36, 11.
crankshaft plan.

auxiliary Diesel Engine crank shafts
as fitted

Are the air compressors and their covers made so as to be easy of access.