

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Bodewas Scheepswerven* Yard No. *309*

Engineers: Messrs. Engine No.

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:

<del>Crank</del>	<del>Flywheel</del>	<del>Thrust</del>
<del>Intermediate</del>	<del>Tube</del>	Screw <i>140 mm. dia.</i>

Particulars of Engines:

Engine Type <i>H.S.C.S.A.</i>	Max. Press. in Cylinders <i>50 Kg/cm<sup>2</sup></i>
<del>Open Sea Service</del>	<del>M.I.P. or M.E.P.</del>
<del>Smooth Water Service</del>	<del>I.H.P. or B.H.P.</del> <i>400</i>
No. of Cylinders <i>8</i>	Weight of Flywheel <i>800 Kg.</i>
Diam. of Cylinders <i>285 mm.</i>	Diam. of Flywheel <i>1200 mm.</i>
Stroke <i>420 mm.</i>	<del>GD<sup>2</sup> of Balance Weights</del>
<del>Span of Bearings</del>	<del>GD<sup>2</sup> of Turning Wheel</del>
Revs. per Min. <i>300</i>	Diam. of Propeller <i>1800 mm.</i>
	Screw Shaft Without Continuous Liner

*The plan showing details of screw shaft & stern tube as shown & amended also merits approval provided the sectional area of the key in the loose coupling be not less than 3800 mm<sup>2</sup>.*

Return *two* Plan.

Retain *one* Copy.