

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Deutsche Werft* Yard No *5. 201-2-3-4*
Engineers: Messrs. *M. A. N.* Engine No *5. 690/60/170/180/190*

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 *460 m.m. dia.* Flywheel *460 m.m. dia.* Thrust
~~Intermediate~~ ~~Tube~~ ~~Screw~~

Particulars of Engines:

Engine Type <i>2 S. C. S. A</i>	Max. Press. in Cylinders <i>45 Kg/cm²</i>
Open Sea Service	M.I.P. or M.E.P. <i>5.6 Kg/cm²</i>
Smooth Water Service	I.H.P. or B.H.P. <i>4100</i>
No. of Cylinders <i>8</i>	Weight of Flywheel <i>3400 Kg.</i>
Diam. of Cylinders <i>680 mm.</i>	Diam. of Flywheel <i>2100 mm.</i>
Stroke <i>1200 mm.</i>	GD² of Balance Weights
Span of Bearings <i>925 mm.</i>	GD² of Turning Wheel
Revs. per Min. <i>115</i>	Diam. of Propeller
	Screw Shaft Without Continuous Liner

Plans showing details of M.E. crankshaft, scavage pump crankshaft and flywheel shaft also merit approval

*It is noted that the minimum ultimate tensile strength of the steel for this M.E. crankshaft is *48 Kg/mm²*.*

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E. I. 1m.236. T.

Lloyd's Register
Foundation

R.M.
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