

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Doxford* } Yard No. *640*
Burntisland } *220*
 Engineers: Messrs. *Doxford* Engine Nos *640 & 205*

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	Flywheel	Thrust
Intermediate <i>365</i> $\frac{1}{4}$ in	Tube	Screw <i>389</i> $\frac{1}{4}$ in

Particulars of Engines:

Engine Type <i>2 sc. opposed Piston</i>	Max. Press. in Cylinders <i>40 kgs/cm²</i>
Open Sea Service	M.I.P. or M.E.P.
Smooth Water Service	I.H.P. or B.H.P. <i>2500</i>
No. of Cylinders <i>3</i>	Weight of Flywheel
Diam. of Cylinders <i>600</i> $\frac{1}{4}$ in	Diam. of Flywheel
Stroke <i>Combined 2320</i> $\frac{1}{4}$ in	GD² of Balance Weights <i>(2 OFF) 58 tons²</i>
Span of Bearings	GD² of Turning Wheel
Revs. per Min. <i>108</i>	Diam. of Propeller <i>15'9"</i>
	Screw Shaft With out Continuous Liner

The plan showing details of intermediate and screw shafting also merits approval.

Return Plan *2*

Retain Copy *1*

E. 1. 1m, 236. T.



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