

MAIN PROPELLING OIL ENGINES.Shafting Endorsement.

Shipbuilders: Messrs. *J. Koster "Gideon"* Yard No. *161-2*
 Engineers: Messrs. *Humboldt Deutz* Engine No. *8V6A 345*

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:

Crank	Flywheel	Thrust
Intermediate	Tube	Screw

*130 %*Particulars of Engines:

Engine Type	<i>4 S.C. S.A.</i>	Max. Press. in Cylinders	<i>50 kg/cm²</i>
Open Sea Service		M.I.P. or M.E.P.	<i>6.7 kg/cm²</i>
Smooth Water Service		I.H.P. or B.H.P.	
No. of Cylinders	<i>6</i>	Weight of Flywheel	<i>2600 kgs.</i>
Diam. of Cylinders	<i>280 mm</i>	Diam. of Flywheel	<i>1250 mm</i>
Stroke	<i>450 mm</i>	GD² of Balance Weights	
Span of Bearings		GD² of Turning Wheel	
Revs. per Min.	<i>350</i>	Diam. of Propeller	

Screw Shaft Without Continuous Liner

The plan showing details of the Dorn shaft and stern gear also merits approval provided the loose coupling at the forward end of the Dorn shaft be made of steel, and the sectional area of the key for this coupling be not less than *3400 sq. cm.*

The Surveyors should be asked to state the propeller diameters for reference purposes in the office.

Return Plan. Retain Copy.

*Lt 23/11**W.D.**J.**22/11/37*