

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs.

*Deutsche - Werft*Yard No. *181*

Engineers: Messrs.

M.A.N.

Engine No.

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	Flywheel	Thrust	<i>330 mm.</i>
Intermediate	<i>260 mm.</i>	Tube	Screw
			<i>282 mm.</i>

Particulars of Engines:

Engine Type	<i>2SCSA</i>	Max. Press. in Cylinders	<i>50 kg/cm²</i>
Open Sea Service		M.I.P. or M.E.P.	<i>5.5 kg/cm²</i>
Smooth Water Service		I.H.P. or B.H.P.	<i>2550</i>
No. of Cylinders	<i>8</i>	Weight of Flywheel	<i>960 mm.</i>
Diam. of Cylinders	<i>520 mm</i>	Diam. of Flywheel	<i>1932 mm.</i>
Stroke	<i>900 mm.</i>	GD² of Balance Weights	
Span of Bearings		GD² of Turning Wheel	
Revs. per Min.	<i>166</i>	Diam. of Propeller	<i>3800 mm.</i>
		Screw Shaft Without Continuous Liner	

The plan no. M. 30.201 of arrangement of shafting also merits approval.

It is concluded that the screw shaft liner is to be made in one piece, or if of more than one length, that the junction of the separate lengths will be faced through the whole thickness of the liner.

It is noted that the max. press in cpls. the B.H.P. 9 RPM. will now be 50 kg/cm², 2550, 9 166 respectively instead of as stated in previous correspondence with the *LRD* 24/8/36

Return Plan

Retain Copy. *Longbery Linn. relating to the crankshaft.*

L 20/8/36

W.D.H.

W.D.H.