

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *General approval* Yard No
Engineers: Messrs. *Barmeister & Bain* ^{Plan} Engine No. *206322*

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:

(344 mm. with 115 mm.)
Crank ^{hole} Flywheel Thrust
Intermediate Tube Screw

Particulars of Engines:

Engine Type	<i>2 SC5A</i>	Max. Press. in Cylinders	<i>49 kg/cm²</i>
Open Sea Service		M.I.P. or M.E.P.	<i>8 kg/cm²</i>
Smooth Water Service		I.H.P. or B.H.P.	<i>3100</i>
No. of Cylinders	<i>6</i>	Weight of Flywheel	
Diam. of Cylinders	<i>500 mm.</i>	Diam. of Flywheel	
Stroke	<i>900 mm.</i>	GD ² of Balance Weights	<i>4600 kgm²</i>
Span of Bearings	<i>640 mm.</i>	GD ² of Turning Wheel	<i>1150 kgm²</i>
Revs. per Min.	<i>165</i>	Diam. of Propeller	
		Screw Shaft Without Continuous Liner	

The plan showing details of crankshaft also merit approval.

It is noted that dowels are not to be fitted, that the yield point of the material of the crank webs will be not less than 50% of the ultimate tensile strength, that the shrinkage allowance will be 1/600 of the diameter and these matters are in order.

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