

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Swan Hunter Wigham Richardson.* Yard No 1569  
 Engineers: Messrs. — *ditto* — Engine No. 1624

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

Intermediate 15 $\frac{5}{8}$ " diam ~~Tube~~

~~Propeller~~

Screw 17 $\frac{9}{16}$ " diam.

Particulars of Engines:

Engine Type 2 Sc. opposed piston

Max. Press. in Cylinders 45 Kg/cm<sup>2</sup>.

~~Open Sea Service~~

M.I.P. or M.E.P. 89 lb/sq"

~~Smooth Water Service~~

I.H.P. or B.H.P. 5350

No. of Cylinders 5

Weight of ~~Flywheel~~ <sup>FOR?</sup> 3.5 Tons. DIAM. 5'-6"

Diam. of Cylinders 670 mm

Weight AFT  
Diam. of Flywheel 85 Tons. DIAM. 8'-2"

*Combined*  
~~Stroke~~ 2320 mm

~~GD<sup>2</sup> of Balance Weights~~

~~Span of Bearings~~

~~GD<sup>2</sup> of Turning Wheel~~

Revs. per Min. 110

Diam. of Propeller 16'-9"

Screw Shaft Without Continuous Liner

The Surveyors should be informed that the minimum size of intermediate shaft which could be accepted in accordance with the usual practice is, 15" diameter.

Return Plan.

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