

MAIN ENGINES.

# Lloyd's Register of Shipping.

Data sheet for

## PETROL, PARAFFIN AND HEAVY OIL ENGINES FOR MAIN PROPELLING PURPOSES.

(This form to be filled in and forwarded when plans or particulars of shafting are submitted for approval.  
Particulars which do not apply to be crossed out.)

- (1) Shipbuilders :— LITHGOWS LTD Yard No. :— 906
- (2) Engineers :— DAVID ROWAN & CO LTD Engine No. :— 1020
- (3) Type of Engine :— ~~Petrol, Paraffin or Heavy Oil.~~
- (4) ~~Smooth Water~~ or Open Sea Service.
- (5) Two ~~or Four~~ Stroke Cycle.
- (6) Single ~~or Double~~ Acting ~~or~~ Opposed Piston.
- (7) Number of Cylinders :— 4
- (8) Diameter of Cylinders :— 560 MM
- (9) Stroke :— 2160 MM (COMBINED)
- (10) Span of Bearings from inner edge to inner edge :— 1750 MM
- (11) Centres of Side Rods for Opposed Piston Engines :— 1120 MM
- (12) Maximum Pressure in Cylinders :— 570 LBS
- (13) Mean Indicated Pressure :— 90 LBS
- (14) Brake Horse Power :— 2850
- (15) Revolutions per minute :— 110
- (16) Weight of Flywheel :— FORD 3.77 TONS. ART-3.62 TONS
- (17) Diameter of Flywheel :— " 2120 MM " 2120 MM
- (18) GD<sup>2</sup> of balance weights :— —
- (19) Diameter of Propeller :— 16'-0"
- (20) Is Propeller Shaft fitted with Continuous Liner :— *yes*
- (21) If the material for the crankshaft is of higher tensile strength than required by the Rules, the following particulars should be forwarded :—

Ultimate Tensile Strength. Yield Point. Elongation. Gauge Length.

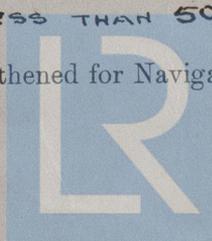
Where Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied :—

Shrinkage Allowance :— .016" PER INCH DIAM

Yield point of Crankweb Material :— NOT LESS THAN 50% OF ULTIMATE STRENGTH

Vessel intended to have the notation :— "Strengthened for Navigation in Ice" :— NO

Also, state the material of the propeller :—



© 2020  
Lloyd's Register  
Foundation  
W163-208