

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 :— FWD 3.77 TONS. AFT 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.
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Where Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied :—

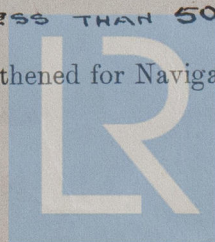
Shrinkage Allowance :—

0.016" 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 :—



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