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 :— F. Schichau G.m.b.H., Danzig   Yard No. :— 1424

(2) Engineers :— F. Schichau G.m.b.H., Elbing   Engine Nos:— 3708/3709

(3) Type of Engine :— ~~Petrol, Paraffin~~ Heavy Oil.

(4) ~~Smooth Water~~ Open Sea Service. ✓

(5) Two ~~or Four~~ Stroke Cycle. ✓

(6) Single ~~or Double~~ Acting ~~or Opposed Piston~~

(7) Number of Cylinders :— 2 x 9 ✓

(8) Diameter of Cylinders :— 650 mm ✓

(9) Stroke :— 1200 mm ✓

(10) Span of Bearings from inner edge to inner edge :— 860 mm

(11) ~~Centres of Side Rods for Opposed Piston Engines~~ —

(12) Maximum Pressure in Cylinders :— 50 kgs/cm^2 — *stated previously 60 kg/cm²*

(13) Mean Indicated Pressure :— 6 kgs/cm^2

(14) Brake Horse Power :— 2 x 4900 BHP ✓

(15) Revolutions per minute :— 125 ✓

(16) Weight of Flywheel :— 3500 kgs.

(17) Diameter of Flywheel :— 2200 mm.

(18) GD^2 of balance weights :— 10 350 kgm^2 for flywheel

(19) Diameter of Propeller :— 4800 mm ✓

(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.
50 – 60 kgs/mm^2		as per Rules	

(22) Where Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied :— without dowlpins

  (a) Shrinkage Allowance :— as per Rules

  (b) Yield point of Crankweb Material :— as per Rules

(23) Is vessel intended to have the notation :— " Strengthened for Navigation in Ice " :— No

(24) If so, state the material of the propeller :—

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