

MAIN ENGINES.

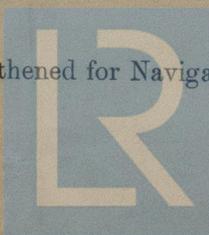
Lloyd's Register of Shipping.

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:— } A/S. Helsingørs Jernskibs- og
(2) Engineers:— } Maskinbyggeri, Elsinore. Yard No.:— 266
Engine No.:— 374
- (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:— 8
- (8) Diameter of Cylinders:— 500 m/m
- (9) Stroke:— 900 m/m
- (10) Span of Bearings from inner edge to inner edge:— 708 m/m
- (11) Centres of Side Rods for Opposed Piston Engines:— ✓
- (12) Maximum Pressure in Cylinders:— 49 kg/cm²
- (13) Mean Indicated Pressure:— 7.0 kg/cm²
- (14) Brake Horse Power:— 2500
- (15) Revolutions per minute:— 140
- (16) Weight of Flywheel:— ✓
- (17) Diameter of Flywheel:— ✓
- (18) GD² of balance weights:— Total 29860 kg/m²
- (19) Diameter of Propeller:— 13' - 1"
- (20) Is Propeller Shaft fitted with Continuous Liner:— No
- (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. ✓
- (22) Where Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied:—
- (a) Shrinkage Allowance:— ✓
- (b) Yield point of Crankweb Material:— ✓
- (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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W278-0146