

ENGINE NO. 1083.

Sheet 1

PARTICULARS of ENGINES and SHAFTING for

2 Sheets.

BOARD of TRADE and LLOYD's.

DESCRIPTION:-

The vessel is driven by twin screws and the propelling machinery consists of two Sulzer two-stroke cycle, trunk piston, airless injection, port scavenging, direct reversing, Marine Diesel engines, each having seven working cylinders and twin direct driven tandem scavenge pumps.

Each engine is directly connected to one propeller through a line of intermediate shafting.

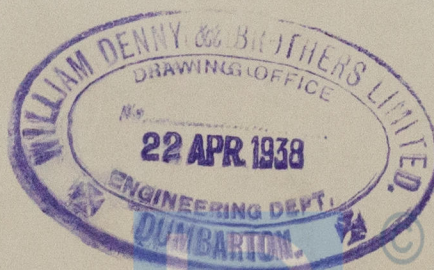
Governor gear of Sulzer type is fitted to each main engine actuating the suction valves of fuel pumps.

MAIN ENGINES:-

Cylinder diameter	-	480 mm.
Stroke	-	700 mm.
Revolutions per minute	-	265.
Maximum working pressure	-	850 lbs./sq. inch.
Brake Horse Power	-	2550 each engine.
Starting Air Pressure	-	600 lbs./sq. inch.

Air compressors are independent of the Main Engines.

SHAFTING:- /



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PARTICULARS of ENGINES and SHAFTING. (Contd.) 2 Sheets.SHAFTING:-

Propeller Shaft diameter	=	10.1/8" - no liners.
Tunnel " "	=	8.5/8" - all with ordinary couplings.
Thrust " "	=	330 mm.
Crank " "	=	320 mm. in one length of 7 Throw.
Crank Shaft distance between bearing edges	=	570 mm.
Diameter of Flywheel	=	1700 mm.
Weight of Flywheel	=	9800 lbs.
Scavenge Pump Crank Shaft diameter	=	320 mm.

PROPELLERS:-

8'-5" diameter.

THE FOLLOWING DRAWINGS are SUBMITTED for APPROVAL:-

Stern Tube and Shaft	-	submitted herewith.
Tunnel Shafting	-	" "
Crank Shaft Starbd. Eng. }	-	will be submitted later.
Scavenge Shaft Starbd. Eng. }	Forgings	- " " " "
Thrust Shaft Starbd. Eng. }	-	" " " "

Main Engine detail drawings will be submitted by Messrs. Sulzer direct to Board of Trade and Lloyd's London Office.



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