

MAIN ENGINES.

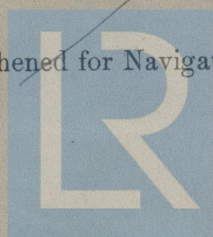
Lloyd's Register of Shipping.

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:— *SCHEEPWERK "GIDEON"* Yard No.:— *142*
- (2) Engineers:— *HUMBOLDT. DEUTZ.* Engine No.:—
- (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. Single acting.
- (7) Number of Cylinders:— 4
- (8) Diameter of Cylinders:— 280 mm
- (9) Stroke:— 450 mm
- (10) ~~Span of Bearings from inner edge to inner edge~~:—
- (11) ~~Centres of Side Rods for Opposed Piston Engines~~:—
- (12) Maximum Pressure in Cylinders:— 50 kgm²
- (13) Mean Indicated Pressure:— 6,7 kgm²
- (14) Brake Horse Power:— 270 P.K.
- (15) Revolutions per minute:— 400 omwentelingen per minuut.
- (16) Weight of Flywheel:— 1660 kg
- (17) Diameter of Flywheel:— 1250 mm
- (18) GD² of ~~balance weights~~ *FLYWHEEL*:— 1850 kgm²
- (19) Diameter of Propeller:—
- (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. |
|---|--------------|-------------|---------------|
| <div>(22) Where Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied:—</div> <div>(a) Shrinkage Allowance:—</div> <div>(b) Yield point of Crankweb Material:—</div> | | | |
- (23) Is vessel intended to have the notation:— "Strengthened for Navigation in Ice":—
- (24) If so, state the material of the propeller:—



© 2019

Lloyd's Register
Foundation

W291-0113