

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:— **Bodewes Scheepswerven at Martenshoek Yard No.:— 309.**
- (2) Engineers:— **M.A.N.** Engine No.:—
- (3) Type of Engine:—Petrol, Paraffin or Heavy Oil. **Heavy Oil**
- (4) Smooth Water or Open Sea Service. **Open Sea Service**
- (5) Two or Four Stroke Cycle. **Four Stroke Cycle**
- (6) Single or Double Acting or Opposed Piston. **Single Acting**
- (7) Number of Cylinders:— **8**
- (8) Diameter of Cylinders:— **285 mm.**
- (9) Stroke:— **420 mm.**
- (10) Span of Bearings from inner edge to inner edge:—
- (11) Centres of Side Rods for Opposed Piston Engines:— ~~XXXXXXXX~~
- (12) Maximum Pressure in Cylinders:— **50 ATM** ~~XXXXXXXXXX~~
- (13) Mean Indicated Pressure:— **6,8 KG/ cm²** ~~XXXXXXXXXX~~
- (14) Brake Horse Power:— **400**
- (15) Revolutions per minute:— **300**
- (16) Weight of Flywheel:— **800 KG**
- (17) Diameter of Flywheel:— **1200 mm.**
- (18) GD² of ^{Flywheel}~~balance weights~~ **750 KG M²**
- (19) Diameter of Propeller:— **212 KG M²**
- (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.
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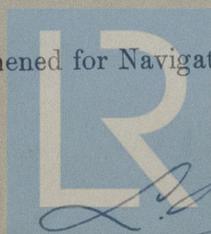
- (22) Where Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied:—

(a) Shrinkage Allowance:—

(b) Yield point of Crankweb Material:—

(c) Material intended to have the notation:—“Strengthened for Navigation in Ice”:—

(d) Material of the propeller:—**Brönze**



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Foundation

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