

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.)

Shipbuilders:— **INGLIS POINTHOUSE** Yard No.:— **1088P-1089P**

Engineers:— **ATLAS DIESEL Co LTD** Engine No.:— **1088P-1089P**

Type of Engine:—Petrol, Paraffin or Heavy Oil. **HEAVY OIL**

Smooth Water or Open Sea Service.----- **OPEN SEA**

Two or Four Stroke Cycle.----- **TWO STROKE**

Single or Double Acting or Opposed Piston. **SINGLE ACTING**

Number of Cylinders:--- **5**

Diameter of Cylinders:--- **340 $\frac{1}{4}$ "**

Stroke:--- **570 $\frac{1}{4}$ "**

~~Span of Bearings from inner edge to inner edge:—~~

~~Centres of Side Rods for Opposed Piston Engines:—~~

Maximum Pressure in Cylinders:--- **782 LBS/sq"**

~~Mean Indicated Pressure:—~~

Brake Horse Power:--- **800**

Revolutions per minute:--- **250**

Weight of Flywheel:--- **2580 Kgs**

Diameter of Flywheel:--- **1550 $\frac{1}{4}$ "**

~~D² of balance weights:---~~ **NO BALANCE WEIGHTS FITTED**

Diameter of Propeller:--- **7'-9 $\frac{3}{4}$ "**

Propeller Shaft fitted with Continuous Liner:--- **NO**

~~If the material for the crankshaft is of higher tensile strength than required by the Rules, the following particulars should be forwarded:—~~

Minimum Tensile Strength.	Yield Point.	Elongation.	Gauge Length.
There Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied:—			
(1) Shrinkage Allowance:—			
(2) Yield point of Crankweb Material:—			
Vessel intended to have the notation:— "Strengthened for Navigation in Ice"			
Also, state the material of the propeller:—			

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