

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:— MESSERS DENNY BROS. Yard No.:— 1347
- (2) Engineers:— BARCLAY CURLE & CO. Engine No.:— EW127
- (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. TWO STROKE
- (6) Single or Double Acting or Opposed Piston. OPPOSED PISTON
- (7) Number of Cylinders:— 4
- (8) Diameter of Cylinders:— 600 mm
- (9) ^{COMBINED} Stroke:— 2320 mm
- (10) ~~Span of Bearings from inner edge to inner edge:—~~
- (11) Centres of Side Rods for Opposed Piston Engines:— 1200 mm
- (12) Maximum Pressure in Cylinders:— 600 LBS/SQ"
- (13) Mean Indicated Pressure:— 92 LBS/SQ"
- (14) Brake Horse Power:— 3850 MAX.
- (15) Revolutions per minute:— 119
- (16) Weight of Flywheel:— 2.05 TONS
- (17) Diameter of Flywheel:— 7.55 FEET
- (18) GD² of balance weights:— NONE
- (19) Diameter of Propeller:— 16'-6"
- (20) Is Propeller Shaft fitted with Continuous Liner:— YES.
- (21) If the material for the crankshaft is of higher tensile strength than required by the Rules, the following particulars should be forwarded:—

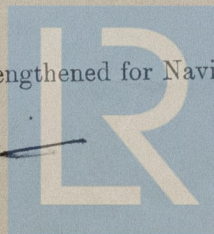
Ultimate Tensile Strength.	Yield Point.	Elongation.	Gauge Length.
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- (22) Where Dowel Pins are not fitted in the case of built crankshafts, the following information should be supplied:—

- (a) Shrinkage Allowance:— DOWEL PINS FITTED.
- (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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PERIOD, PAPER, AND HEAVY OIL ENGINES FOR MAIN
PROPELLING TURBOS.

THE JOURNAL OF SHIPPING, LONDON, 1900.

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