

MAIN ENGINES.

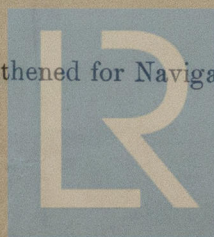
Lloyd's Register of Shipping.

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:— } A/S. Helsingørs Jernskibs- og
(2) Engineers:— } Maskinbyggeri, Elsinore. Yard No.:— 266
Engine No.:— 374
- (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.
- (7) Number of Cylinders:— 8
- (8) Diameter of Cylinders:— 500 m/m
- (9) Stroke:— 900 m/m
- (10) Span of Bearings from inner edge to inner edge:— 708 m/m
- (11) Centres of Side Rods for Opposed Piston Engines:— ✓
- (12) Maximum Pressure in Cylinders:— 49 kg/cm²
- (13) Mean Indicated Pressure:— 7.0 kg/cm²
- (14) Brake Horse Power:— 2500
- (15) Revolutions per minute:— 140
- (16) Weight of Flywheel:— ✓
- (17) Diameter of Flywheel:— ✓
- (18) GD² of balance weights:— Total 29860 kg/m²
- (19) Diameter of Propeller:— 13' - 1"
- (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. ✓
- (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:— ✓
- (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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