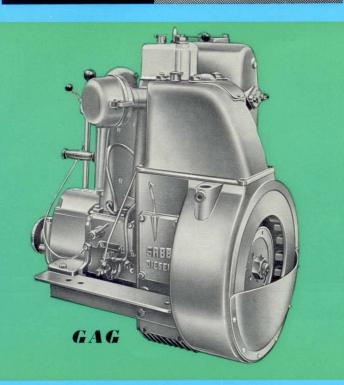
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14 HP Aircooled Lifeboat Engine

TYPE GA

With clutch, reversing mechanism and 2-blade controllable pitch propeller with diameter 450 mm, 173/4", or 394 mm, 15½".

TYPE GAG

With SABB reverse gearbox and 3-blade solid propeller – diameter 400 mm, 16". – Rotation: Left hand.

GENERAL DATA:

Vertical, single cyl., aircooled, four-stroke diesel

14 hp at 2000 r.p.m. (10.3 kW/33 r/s)

Cylinder bore/stroke: 100/120 mm (3.94/4.72 in.)

Cubic capacity: 0.94 litre (57.36 cu.in.)

Compression ratio: 17:1
Built-in reduction gear: 2:1
Direct injection: 4-holes nozzle

Propeller torque at 2000 r.p.m.: 10 kpm (73 ft./lbs.)

Fuel consumption: 190 g/hph (0.41 lbs/hph.)

3.2 litres/hour (5.6 pints/hour)

Lub.oil consumption: 3 g/hph (0.006 lbs./hph.) Weight of engine with stern gear: 240 kilos (529 lbs.)

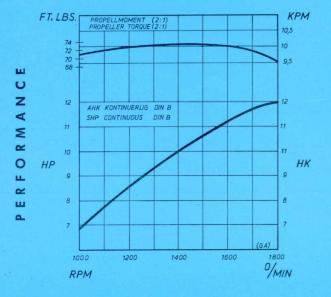
SEA TESTED POWER

The 12 HP aircooled SABB DIESEL engine has become one of the leading lifeboat engines in its class, because it has proved to possess the qualities which are most important in a lifeboat: Excellent starting abilities and dependable operation.

The following factors explain the easy start:

- 1. Direct injection and excess fuel device for use at low temperatures.
- 2. Easy cranking due to big-end and main bearings being roller bearings.
- 3. Stepped-up 1:2 ratio between starting handle and crankshaft ensures higher speed of the heavy flywheel.

The engine has a simple and robust design and salt water resistant materials are used throughout. It is easy to operate and needs minimum of maintenance. It is also essential that the engine is approved by the leading classification societies (see overleaf).



BRIEF SPECIFICATION:

Roller big-end and main bearings permit the use of splash lubrication which is the simplest and most reliable lubricating system.

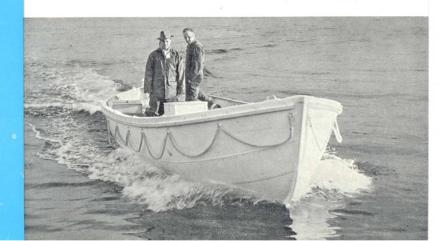
The engine is known for its tough power and great propelling force, due mainly to the built-in reduction gear which enables full use of engine power and the most effective RPM of a large propeller.

The controllable pitch propeller is superior under hard weather conditions against wind and current.

The solid propeller and the reverse gearbox is easier to operate by unskilled personnel.

Installation of the engine is easy due to the practical and compact design. Control levers are conveniently located at the rear, outside the engine casing.

Moderate engine speed – silent cooler fan (in flywheel) – exhaust silencer fitted directly on the engine and the twin counter-rotating balancers ensure moderate noise and vibrations.





STANDARD EQUIPMENT

Controllable pitch propeller, GA:
450 mm (or 394 mm) with stern bearing
150 mm (or 115 mm) for external
greasing (or internal)

Solid propell: 400 mm (16"×14") for GAG Propeller shaft, 25 mm×1750 mm stainless steel

Stern tube, 450 mm, and stuffing box with grease nipple

Stern bearing screws:
Standard (for GRP-boats):
2 stk. M12×50 mm stainless steel bolts
with nuts and 4 washers

Coupling flange with bolts and nuts Exhaust pipe, 11/2"×1200 mm

Fuel tank, 42 litres, stainless steel with cocks. Cylindrical, 290×660 mm

Fuel tank tube, copper, 5/16''×1700 mm Sump drain pump-Grease gun

Squirt can-Funnel

Tool box with tools and Instruction Book/Parts List

EXTRAS

Electric starter, 12V, 24V, with switch Generator, 12V-75W

Alternator:

12V-35A (max. 500W) 12V-55A (max. 750W) 24V-25A (max. 700W)

Bilge pump, capacity 30 litres per min. Front end power take-off (PTO): Flywheel pulleys and pto shafts

Remote control for governor and propeller

Fuel lift pump

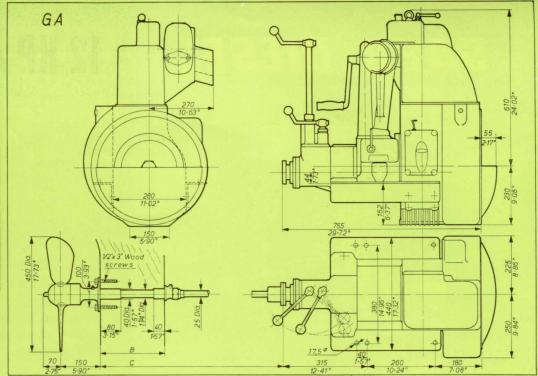
Fuel tanks (galv. or stainless steel): 50 litres, galv. Cylindric., 290×780 mm 80 litres, galv. Cylindric., 360×780 mm 100 litres, galv. Cylindric., 360×980 mm

Rubber exhaust pipe with pump for wet exhaust (not pump for wet exhaust when fuel lift pump)

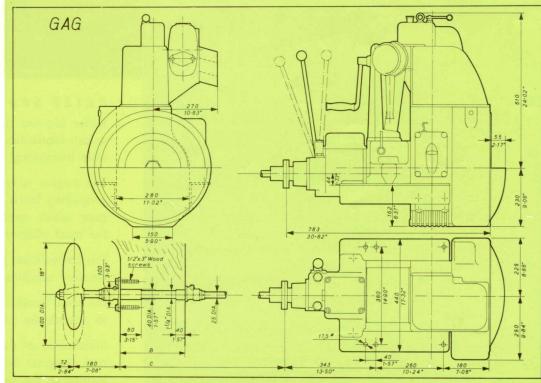
Internal stern greaser, plastic, with 750 mm tube.

GUARANTEE AND SERVICE

The engine is covered by a one-year written guarantee. Full stocks of spares are maintained at all times, and an experienced staff see that parts are despatched promtly by air-freight, to any port at which ships may call.



Dimensional drawing: 1:15



Dimensional drawing: 1:15

The engine is approved by the following shipping authorities:

Sjøfartsdirektoratet, Norway - Kungliga Sjöfartsstyrelsen, Sweden - Direktoratet for Statens Skibstilsyn, Denmark - D.T.I., Great Britain - See-Berufsgenossenshaft, Germany - Inspecteur-Generaal voor de Scheepvaart, Holland - Marine Marchande, France - U.S.S.R. Register of Shipping.

NOTE: Danish lifeboats - Model GAD and GAGD.

D. T. I. lifeboats - Model GAG only

On request the engine can be supplied (add. cost) with Certificate of Control and extra spares to requirements of: Det Norske Veritas, Bureau Veritas, Germanischer Lloyd, Lloyds Register, ABS.

SABB MOTOR A.S (formerly Damsgård Motorfabrik, found. 1925) is one of Scandinavia's leading manufacturers of sma'l marine diesel engines.

Dimensions and specifications subject to alteration without notice.

MANUFACTURED AND GUARANTEED BY:

SARR MOTOR A.S.

P. O. BOX 2626, N-5010 BERGEN, NORWAY

Telephone: (05) *26 05 04-Telex: 42559 Sabb n-Telegrams: "SABBMOTOR"

AGENT:

3M 1276 K&L