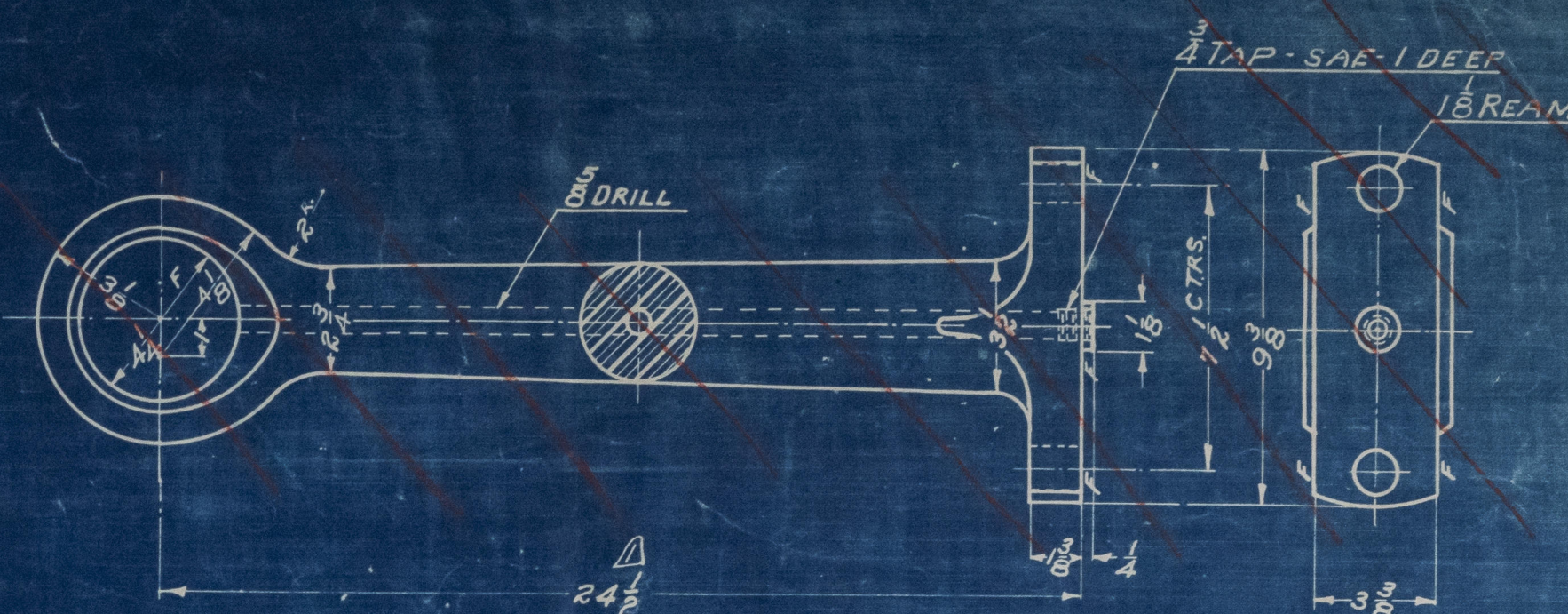
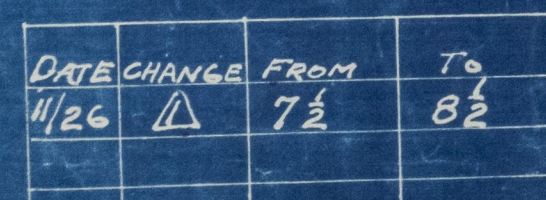


PAT. NO. 1153-P6

GEAR-13.931 O.D. $\times 11\frac{1}{8}$ I.D. $\times 1\frac{7}{16}$ FACE
 $\times 90$ TOOTH $\times \frac{5}{8}$ P.-DO NOT USE
 SEE 1306-P6-7/31/29



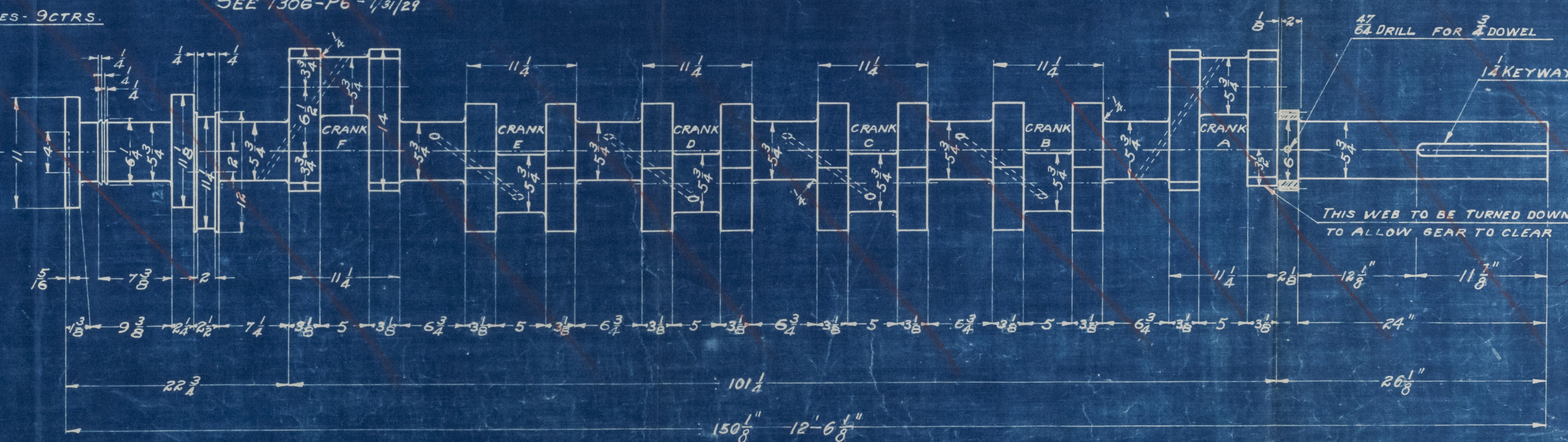
~~CONNECTING ROD
MAKE-1- STEEL
PART NO. 630-P 6~~

SEE DRG. N° 630-P

DATE	CHANGE	FROM	TO
4/9/30	Δ	24 1/8	24 1/2
10-7-30	2	SUPERSEDED	

WMG

~~SUPERSEDED BY SAME PART NO ON DRG 630-P A~~



CRANK SHAFT
MAKE-1-STEEL
PART NO. 640-P61

ATLAS IMPERIAL ENGINE CO.
OAKLAND, CALIFORNIA, U. S. A.

CRANK SHAFT
6CYL. 9½ x 13
MARINE DIESEL ENGINE

WMS 2 SUPERSEDED K750
BY CNG NO FROM TO DATE
Mar. 2/68

APPROVED

FEB 10 1934

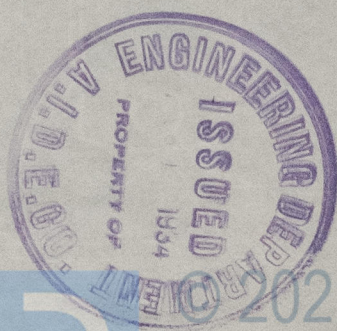
LLOYD'S REGISTER OF SHIPPI
NEW YORK

REVISION, AUG 21-1929
CRANKSHAFT SHORTENED
AT FLYWHEEL END

570 Sept No 7/190

Lloyd's Register

1934



Lloyd's Register
Foundation

012236-012245-0327