

NOTE:- FACES OF COLLAR TO BE GROUND
TRUE WITH SHAFT AND FINISHED SMOOTH

SEE FLYWHEEL FOR POSITION OF KEYWAY.

10 - 78 $\frac{M}{M}$ DIA. HOLES
ON 555 $\frac{M}{M}$ P.C.D FACED
TO 5" DIA. FOR NUTS.

THRUST SHAFT TO BE SMOOTH TURNED ALL OVER.

TWO OFF (WORKING.)

SCALE :- 1" = 1 FOOT.

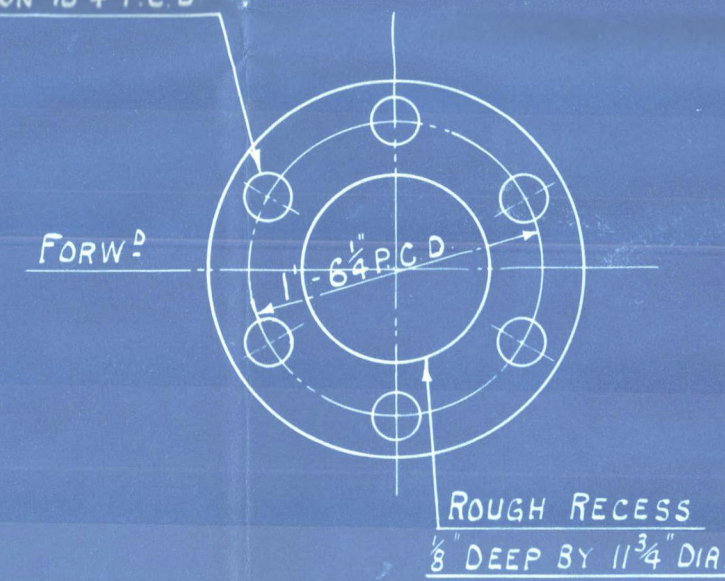
SEE CRANK SHAFT DRAWING FOR BOLTS.
BOLT HEADS TO BE FWD^D IN THIS COUPLING.

INTERMEDIATE SHAFT

SCALE:- 1" = 1 FOOT. TWO OFF. (WORKING)

TWO OFF. (WORKING)

6-3" DIA. HOLES
ON 18 1/4" P.C.D



ROUGH RECESS
1/8" DEEP BY 1 3/4" DIA

Nº1 CRANK
Nº6 CRANK.

COUPLINGS BORED THUS

PORT

Nº 1 CRANK
Nº 6 CRANK

LOOKING FORWARD.

NOTE :- CARE MUST BE TAKEN THAT THE KEYWAY IS CUT IN WAY OF A PROPELLER BLADE AND THAT THE RELATION BETWEEN CRANK SHAFT AND PROPELLER IS AS INDICATED ABOVE.

SCALE:- 1" = 1 FOOT. TWO OFF (WORKING.)

ONE OFF (SPARE)

SCALE:- 1" = 1 FOOT. TWO OFF (WORKING) ONE OFF (SPARE)

BOLT $10\frac{3}{8}$ OVERALL.

BOLT $10\frac{3}{8}$ OVERALL.

BOLT $10\frac{3}{8}$ OVERALL.

INTERMEDIATE SHAFT

THRUST SHAFT.

COUPLING BOLTS FOR INTERMEDIATE SHAFT.

NOTE - BOLT HEADS TO BE AFT IN BOTH COUPLINGS.

24 - OFF (WORKING) 6 - OFF SPARE

SCALE - HALF SIZE.

DESCRIPTION	MATERIAL	Nº OFF		REMARKS	
		WORKING	SPARE		
THRUST SHAFT	SIEMENS	TWO		COST MARK	K 6 ⁹ / ₈
INTERMEDIATE SHAFT	MARTIN	TWO		" "	K 6 ⁵ / ₈
TAIL SHAFT	INGOT	TWO	ONE	" "	K 6 ⁶ / ₈
COUPLING BOLTS AND NUTS	STEEL	24	SIX	" "	K 6 ⁶ / ₈

TO PASS LLOYDS REQUIREMENTS & TESTS

SHAFTING.

DIESEL ENGINE N°K.6.

THRUST SHAFTS K $\frac{6}{A}$

INTERMEDIATE SHAFTS $K \frac{6}{B}$

SCALE :- 1" = 1 FOOT & HALF SIZE.

3RD DEC, 1924.

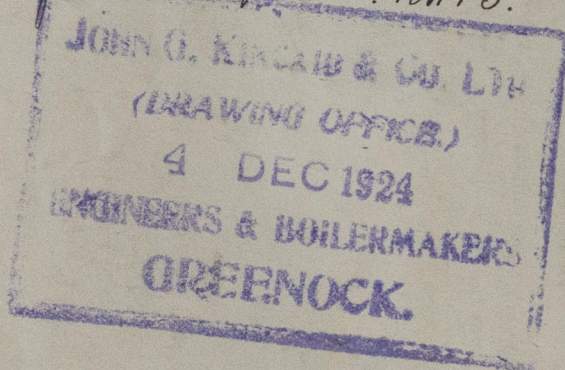
Shayting (Diesel)
This did. H.O. K6



{ Thurst. Tumb. Pumpeller }
detail of "Asthell" ^{ex} Dun

S.S. ATHELCHIEF. 85-38

Greenock Report No. 18413.



Wick Sec:
151

X1145-0156



© 2020

Lloyd's Register
Foundation