

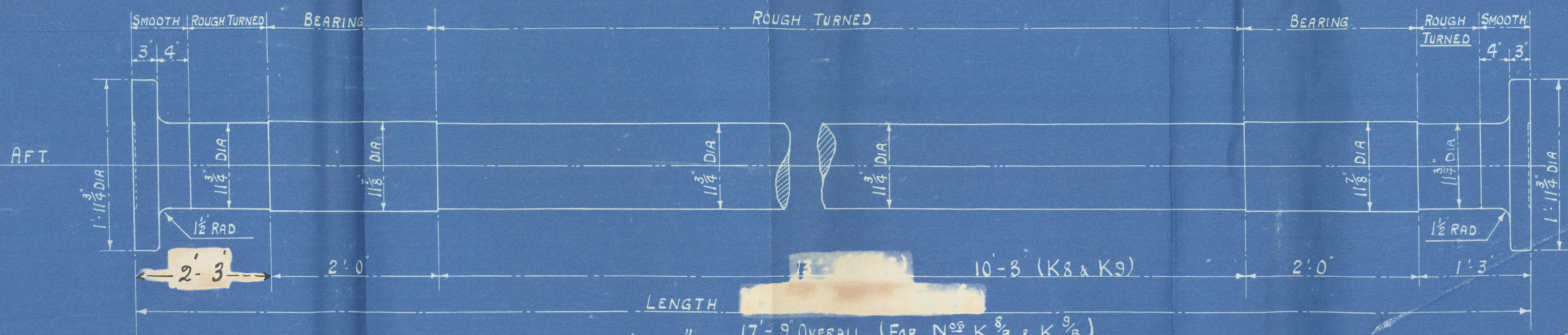
NOTE:- FACES OF COLLAR TO BE GRIND
TRUE WITH SHAFT AND FINISHED SMOOTH

THRUST SHAFT TO BE SMOOTH TURNED ALL OVER.

TWO OFF (WORKING) (FOR EACH N^o)

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

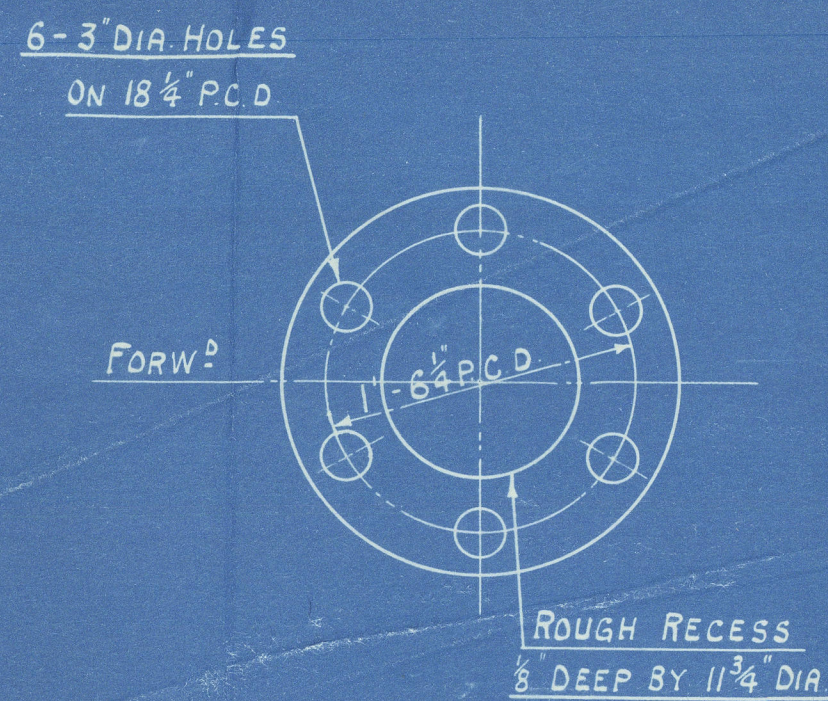
SEE CRANK SHAFT DRAWING FOR BOLTS,
BOLT HEADS TO BE FORM^D IN THIS COUPLING



INTERMEDIATE SHAFT

SCALE:- 1" = 1 FOOT.

TWO OFF. (WORKING) FOR EACH N°



Nº 1 CRANK
Nº 6 CRANK

COUPLINGS BORED THUS

Nº 1 CRANK.

LOOKING FORWARD.

LEFT HAND SCREW FOR STARB ^D SHAFT			
RIGHT	.	.	PORT
LEFT	.	.	SPARE

TAIL SHAFT (FOR FULL PARTICULARS SEE STERN TUBE DRG.)

SCALE :- 1" = 1 FOOT.


TWO OFF (WORKING.) (EACH N°)

ONE OFF (SPARE) (FOR EACH NO.)

NOTE :- BOLT HEADS TO BE AFT IN BOTH COUPLINGS.

24 - OFF (WORKING) 6 - OFF SPARE FOR EACH N°

SCALE :- HALF SIZE.

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

(QUANTITIES ARE FOR ONE NO)

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.

TO PASS LLOYDS REQUIREMENTS & TESTS:

SHAFTING.

APPROVED BY LLOYDS 5/12/29 (FOR K6.)

DIESEL ENGINE [REDACTED] KS&K9

THRUST SHAFTS  $K \frac{8}{A}$, $K \frac{9}{A}$.

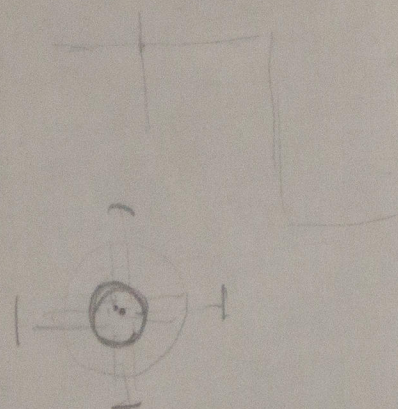
INTERMEDIATE SHAFTS K_B^8, K_B^9

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

3RD DEC., 1924.

1924. LR © 2021 Lloyd's Register Foundation
DRC. NO. 3699.

D^{RC}. N^o. 3699.



ENCLOSURE
No 279
"JUSTSO"

JOHN G. KINCAID & CO. LTD.
(DRAWING OFFICE)
6 MAR 1925
ENGINEERS & BOILERMAKERS,
GREENOCK.



© 2021

Lloyd's Register
Foundation