

CRANKSHAFT. 600 BORE X (1340 980) STROKE.

DRG N° 6468.

SCALE :- $\frac{1}{20}$, $\frac{1}{10}$ & $\frac{1}{2}$ FULL SIZE.

[illegible]

SPECIFICATION FOR DIMENSION LIMITS FOR CRANKSHAFT.

1. THE WEBS INTER-CONNECTING THE PINS NEED ONLY BE FINISHED WITH A SMOOTH CUT
2. THE MEASUREMENTS OF CROSS SECTIONS OF THE WEBS MAY DIFFER $\pm 0.5\text{ mm}$
3. THE PINS & JOURNALS MUST BE HIGHLY MACHINED, PERFECTLY SMOOTH & THE FOLLOWING LIMITS MUST NOT BE EXCEEDED:-
 - A. $\pm 0.1\text{ mm}$ IN THE DIAMETER
 - B. $\pm 0.03\text{ mm}$ DEVIATION FROM THE TRUE CIRCULAR CROSS-SECTION
 - C. $\pm 0.5\text{ mm}$ IN SEPARATE LENGTH OF THE SHAFT
 - D. $\pm 0.25\text{ mm}$ IN THE LENGTH OF JOURNALS
 - E. $\pm 0.03\text{ mm}$ IN THE PARALLEL ALIGNMENT OF THE CENTRE LINE OF THE PINS TO THE CENTRE LINE OF THE CRANKSHAFT
4. $F \pm 0.5\text{ mm}$ IN THE STROKE, HOWEVER EACH PAIR OF SIDE WEBS TO THE RIGHT & LEFT OF THE CENTRAL THROWS, MUST HAVE PRECISELY THE SAME CENTRE LINE. THE STROKE BETWEEN THESE MAY DIFFER $\pm 0.1\text{ mm}$
5. $G \pm 0.5\text{ mm}$ IN THE ANGULAR SPACING, HOWEVER EACH PAIR OF SIDE WEBS TO THE RIGHT & LEFT OF THE CENTRAL OR MAIN CRANKPINS, MUST HAVE THE SAME ANGLE, OR REST IN THE SAME PLANE, RESPECTIVELY, & HAVE THE SAME CENTRE LINE
6. THE FACE OF THE AFTER COUPLING MUST RUN TRUE IN THE LATHE AFTER CRANKSHAFT HAS BEEN COMPLETED

TO LLOYDS SURVEY
NO DOWEL PINS TO BE FITTED.

[illegible]

CRANKSHAFT. 600 BORE X (1340 980) STROKE.

WEIGHT OF CRANKSHAFT: 40 TONS 17 CWTs. WITH COUPLING BOLTS BUT WITHOUT LUBRICATING PIPES & FITTINGS.

SWAN, HUNTER, & WIGHAM
RICHARDSON LTD.

SHIP No. 1567

ENGINE No. 1606

DRAWING No. 6468.

HAV

GEN BOX NO

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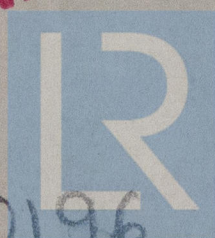
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CRANK SHAFT.

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