

DEVIATION OF COUPLING FACE TO BE LESS THAN 0.05 M/M AT 910 M/M CIRCLE

DEVIATION OF COUPLING EDGE TO THE SHAFT CENTRE LINE TO BE LESS THAN 0.035 M/M

AMOUNT OF SHRINKAGE FIT IN DIA. = MAX. 0.05 M/M

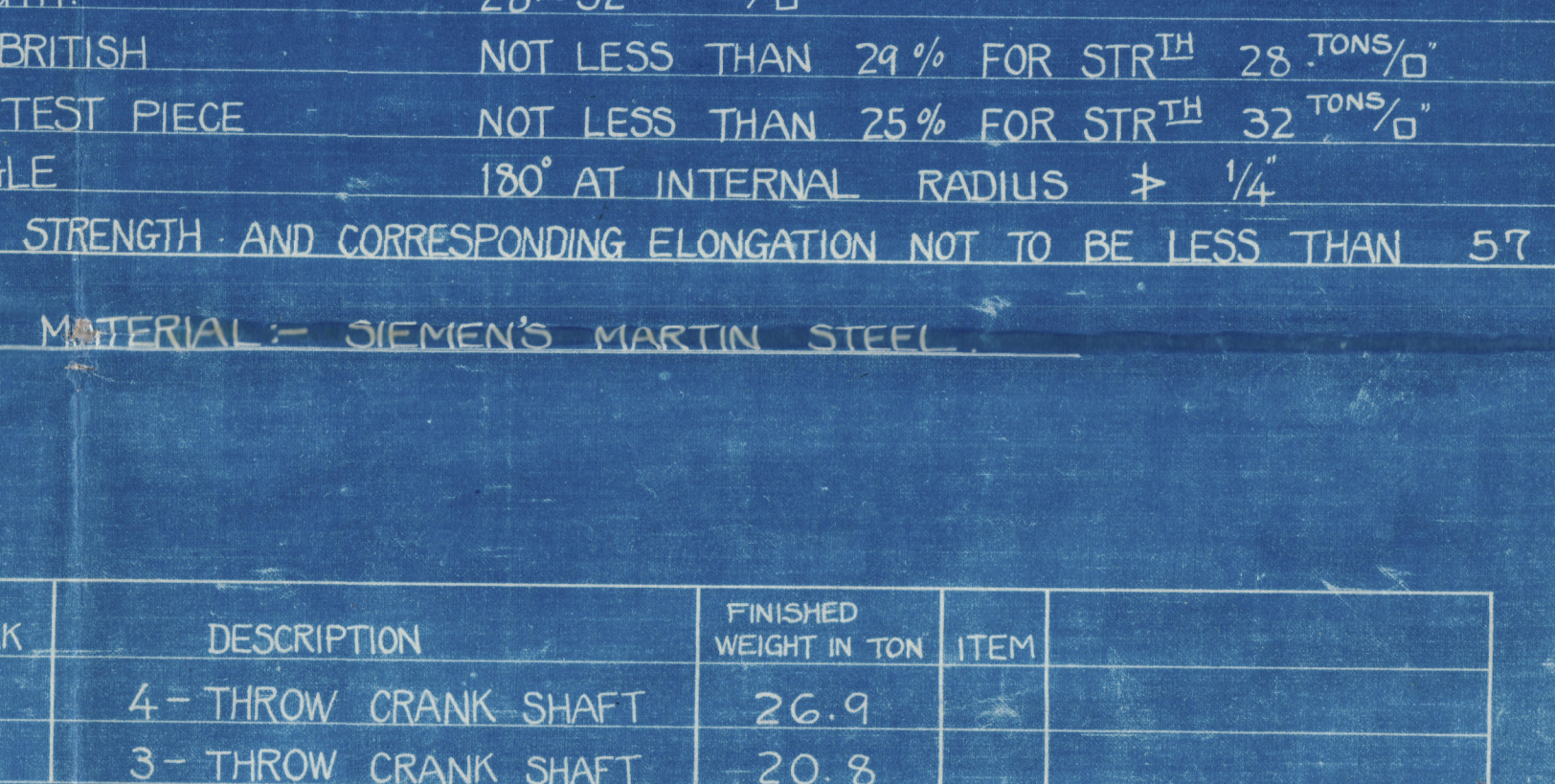
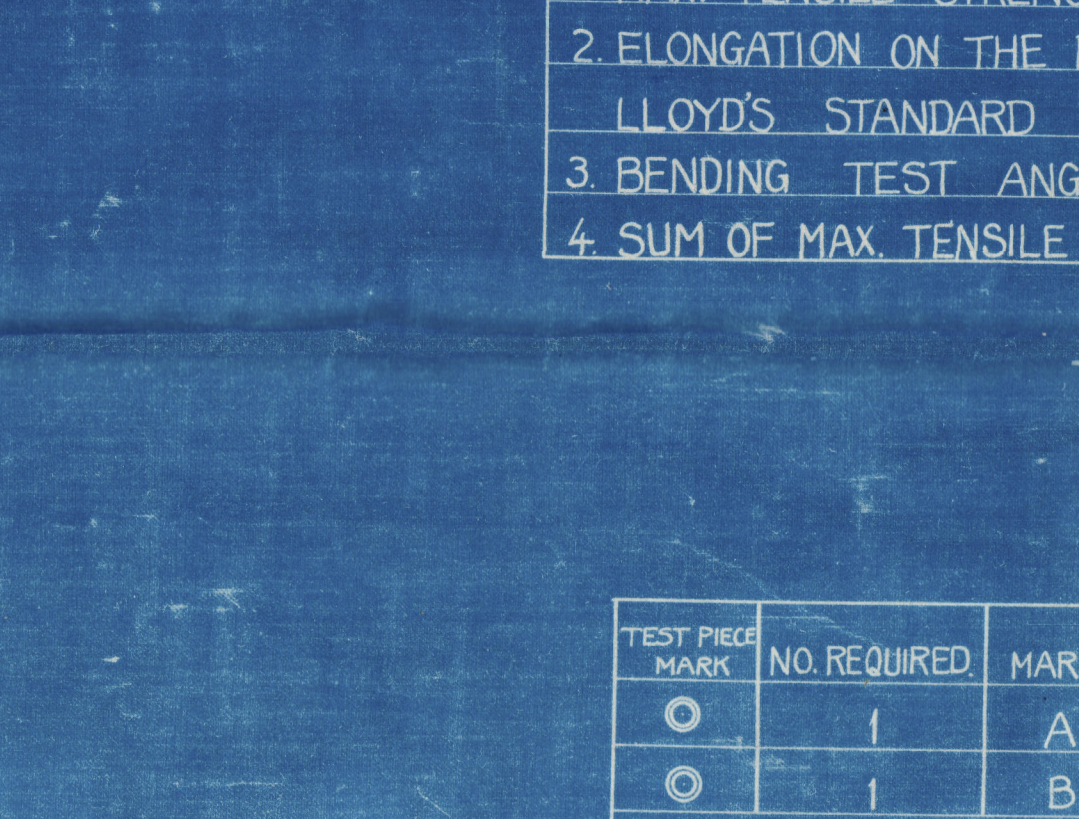
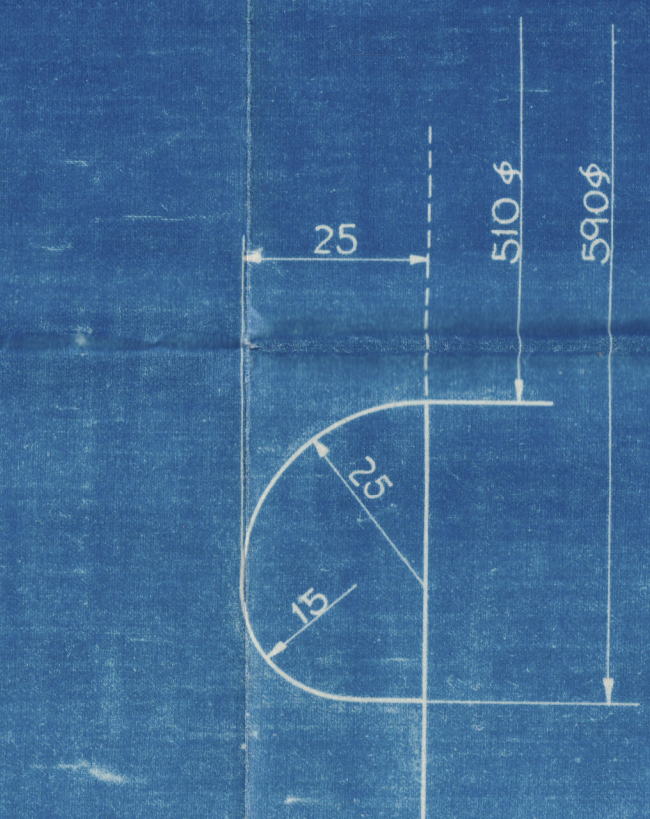
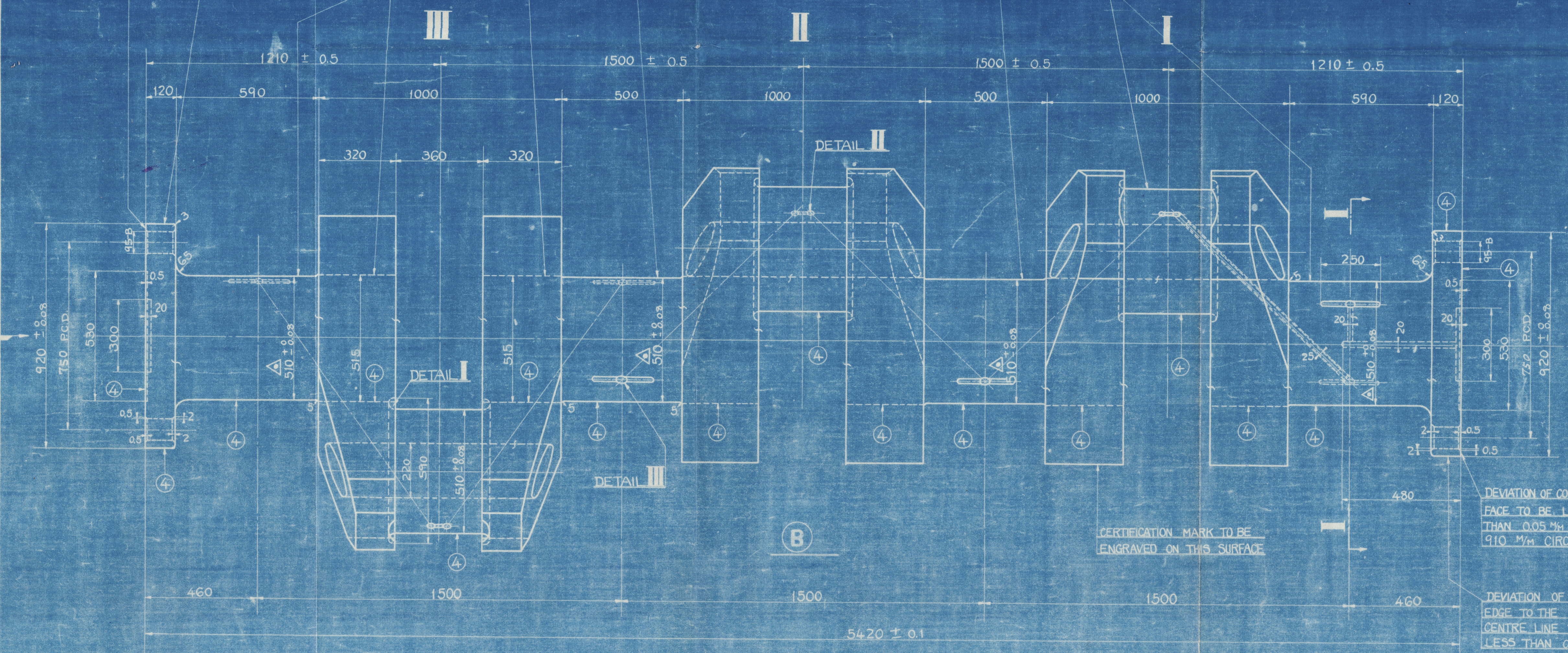
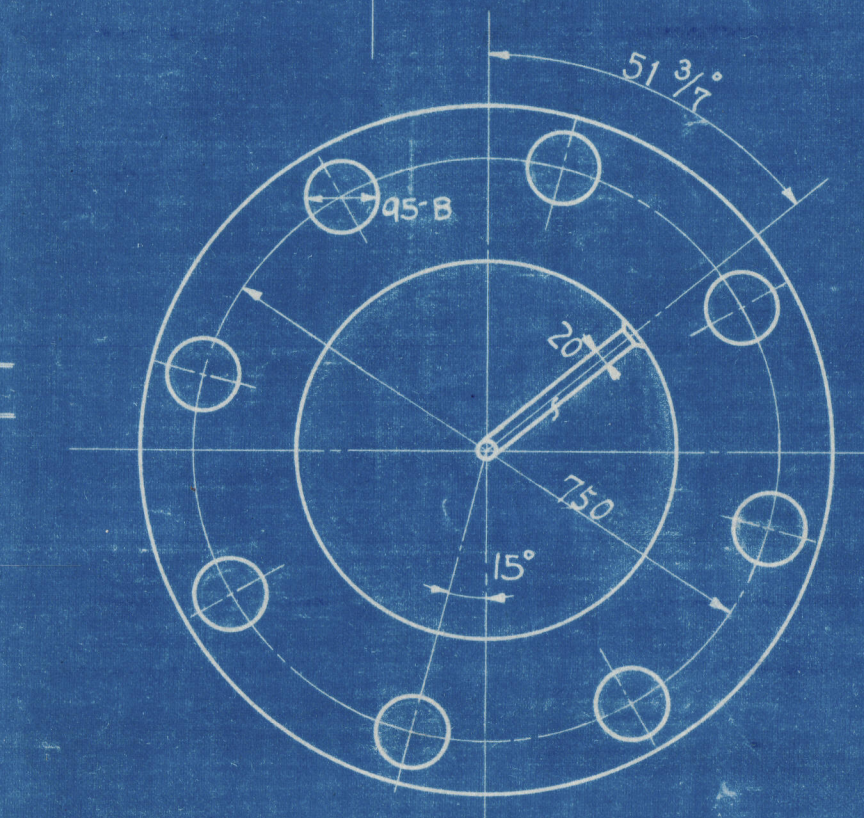
ECCENTRICITY OF EACH JOURNAL CENTRE FROM SHAFT CENTRE TO BE LESS THAN 0.035 M/M

QUALITY OF EACH JOURNAL TO BE LESS THAN 0.05 M/M

INCLINATION OF CRANK PIN CENTRE LINE TO THE SHAFT CENTRE LINE IN EVERY DIRECTION TO BE LESS THAN 0.175 M/M/METER

QUALITY OF EACH CRANK PIN TO BE LESS THAN 0.06 M/M

ALL SURFACES MARKED (1) TO BE ORDINARY FINISHED EXCEPT FINE FINISHED PARTS MARKED (4)



1. FORGINGS ARE TO COMPLY WITH BRITISH LLOYD'S AND TEISHINSHO'S REQUIREMENTS UNLESS OTHERWISE SPECIFIED.
2. FORGINGS ARE TO BE MADE FROM SOUND INGOT AND TO BE GRADUALLY AND UNIFORMLY FORGED. THE SECTIONAL AREA OF THE ORIGINAL INGOT IS TO EXCEED 5 TIMES THE SECTIONAL AREA OF THE BODY OF THE FORGING (AS FORGED) MARKED WITH (A) AND MORE OVER 1.5 TIMES THE SECTIONAL AREA AT ANY PART OF THE FORGING (AS FORGED).
3. FORGINGS ARE TO BE THOROUGHLY ANNEALED IN PROPER WAY AFTER FINAL FORGING.
4. THE DIMENSIONS GIVEN IN THE DRAWING ARE FOR FINISHED SIZE.
5. THE FORGING IS TO BE ACCURATELY MACHINED AND FINISHED SMOOTHLY TO THE GIVEN DIMENSIONS.
6. METHOD OF TESTING DIMENSION AND NUMBER OF TEST PIECES DIRECTION AND POSITION FROM WHERE THE TEST PIECES ARE TAKEN FROM THE FORGING MUST COMPLY WITH BRITISH LLOYD'S AND TEISHINSHO'S REQUIREMENTS.

PARTICULARS OF MITSUBISHI SULZER MARINE DIESEL ENGINE TYPE 7DSD 7G.

a. MAKER'S NAME	NAGASAKI WORKS MITSUBISHI SHIP BUILD <sup>2</sup> AND ENGINE <sup>3</sup> CO. LTD.
b. TYPE OF ENGINE	2-STROKE CYCLE DOUBLE ACTING AIRLESS INJECTION MARINE DIESEL ENGINE
c. NO. OF CYLINDER	7
d. DIAMETER OF CYLINDER	760 M/M
e. STROKE	1200 M/M
f. REVOLUTION OF ENGINE PER MINUTE AT FULL POWER	113
g. DESIGNED MAX. PRESSURE IN CYLINDERS	4.5 kg/cm <sup>2</sup>
h. DESIGNED MEAN INDICATED PRESSURE	5.2 kg/cm <sup>2</sup>
i. BRAKE HORSE POWER	7600
j. SPAN OF BEARINGS ADJACENT A CRANK MEASURED FROM INNER EDGE TO INNER EDGE	1020 M/M
k. ARRANGEMENT OF CRANKS	

STRENGTH FOR CRANK SHAFT

1. MAX. TENSILE STRENGTH	28~32 TONS/Ø
2. ELONGATION ON THE BRITISH LLOYD'S STANDARD TEST PIECE	NOT LESS THAN 24% FOR STR <sup>TH</sup> 28 TONS/Ø NOT LESS THAN 25% FOR STR <sup>TH</sup> 32 TONS/Ø
3. BENDING TEST ANGLE	180° AT INTERNAL RADIUS ± 1/4
4. SUM OF MAX. TENSILE STRENGTH AND CORRESPONDING ELONGATION	NOT TO BE LESS THAN 57

MATERIAL - SIEMENS MARTIN STEEL

TEST PIECE MARK	NO. REQUIRED	MARK	DESCRIPTION	FINISHED WEIGHT IN TON	ITEM
○	1	A	4-THROW CRANK SHAFT	26.9	
○	1	B	3-THROW CRANK SHAFT	20.8	

2-OFF IN TOTAL PER ENGINE TOTAL WEIGHTS = 47.7 TONS.

APPROVED

23/3/52

1954



主機軸  
曲軸  
FOR WORKING CYLINDER



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GEN. BOX No 344

M.V. "KANO MARU"  
YKA.5343.

