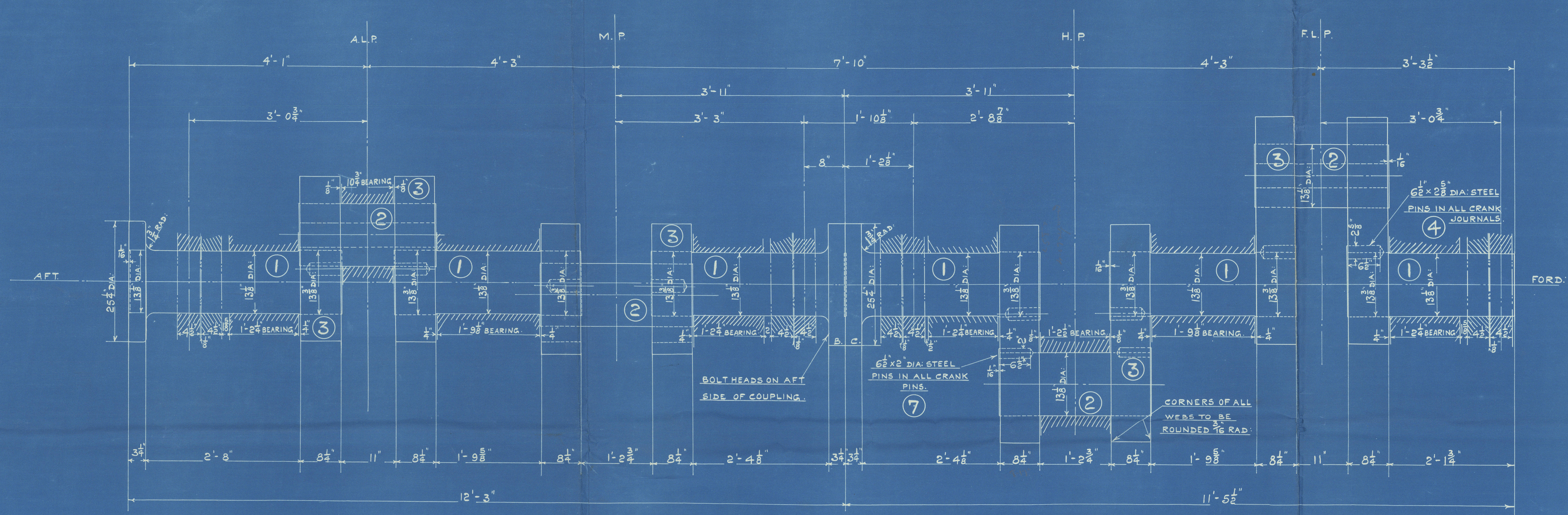
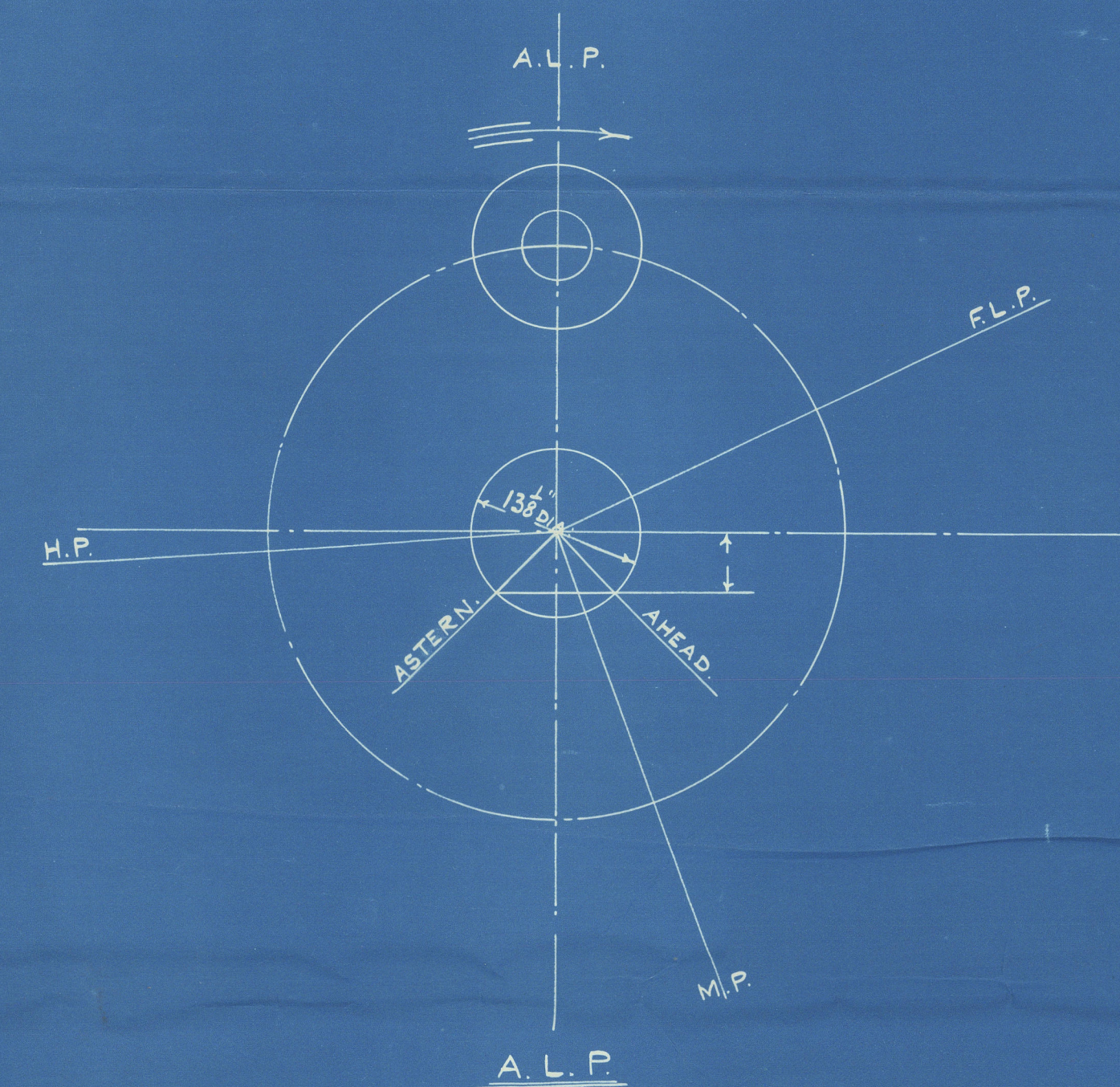
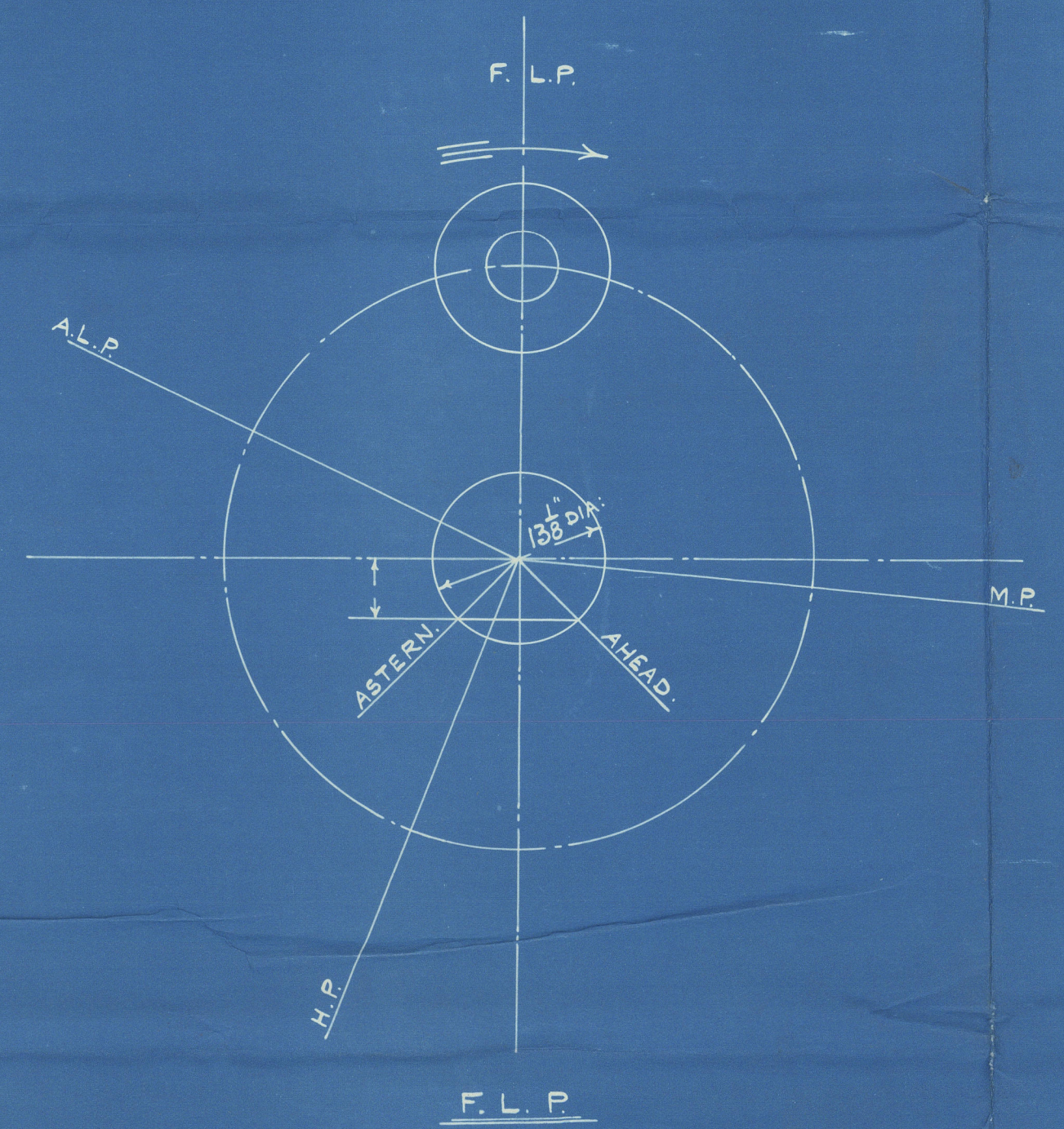
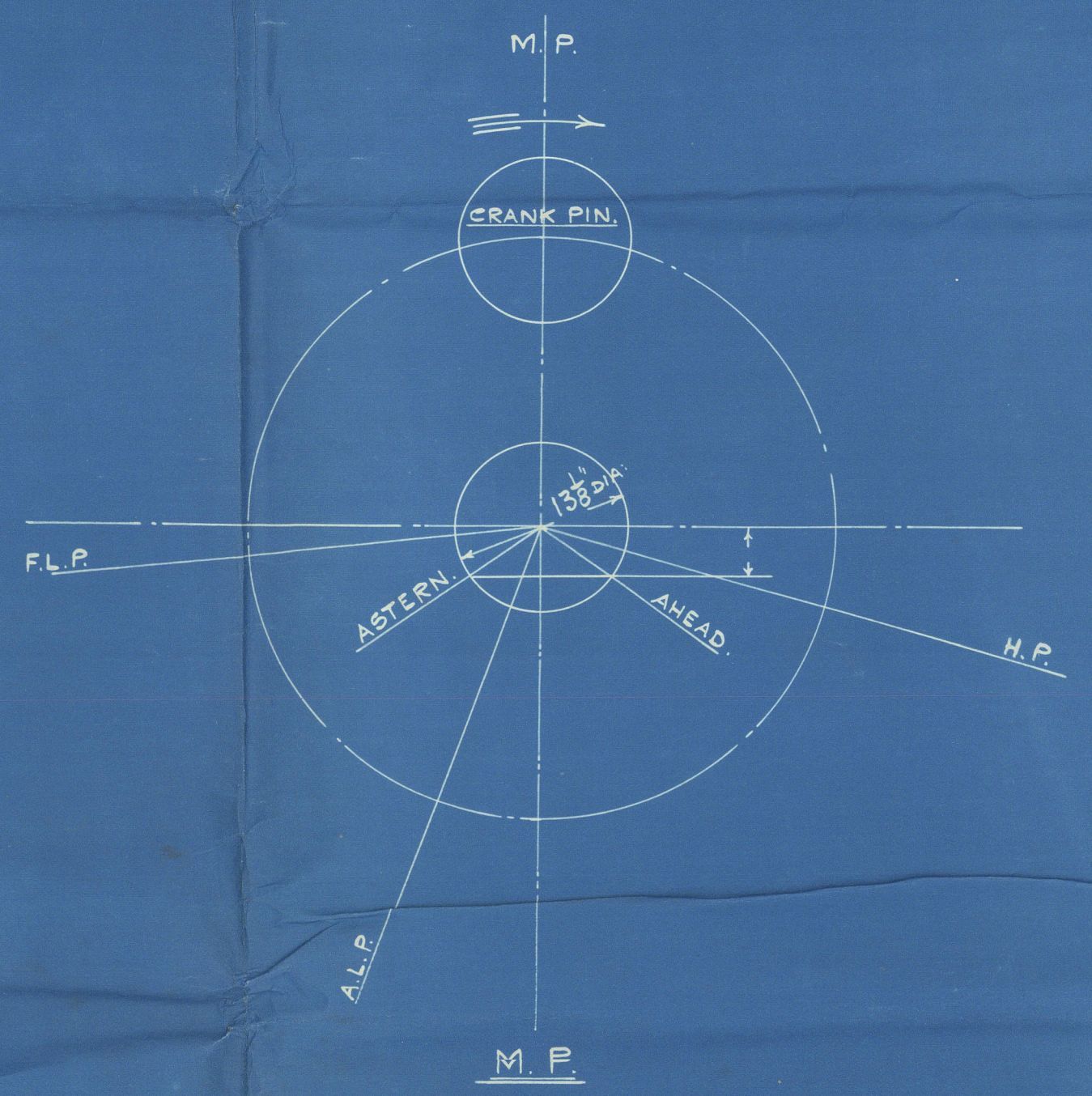
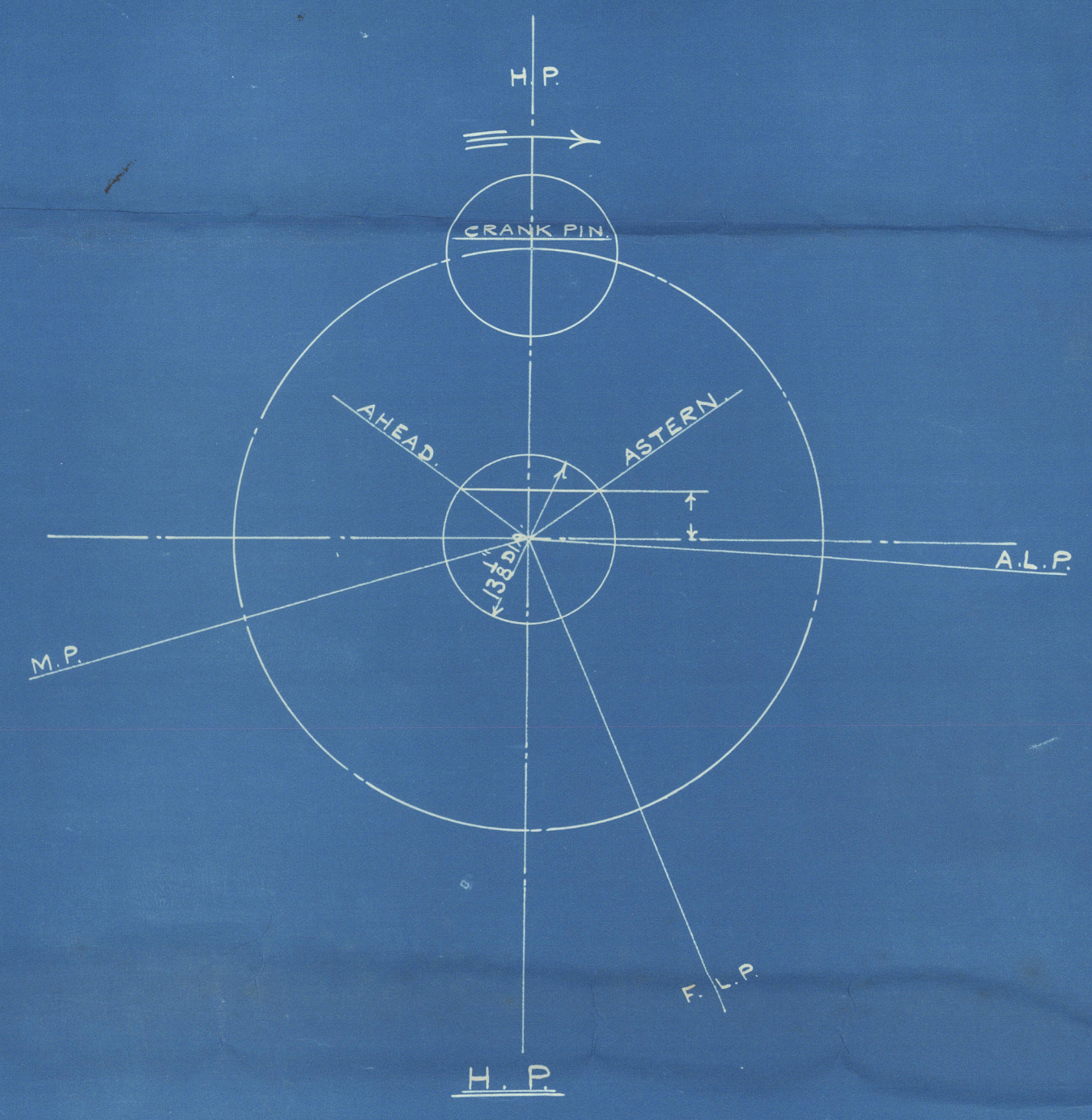


9/10/25



CRANK SHAFT { ONE OFF FOR PORT ENGINE. } WITH CRANK ANGLES AS
 { ONE OFF FOR STAR ENGINE } SHOWN IN END VIEW.
 { EACH IN TWO LENGTHS. }



ARRANGEMENT OF ECCENTRICS.
LOOKING FORWARD ON STAR^B SHAFT
" AFT " " PORT "

SIZE OF MAIN ENGINES.

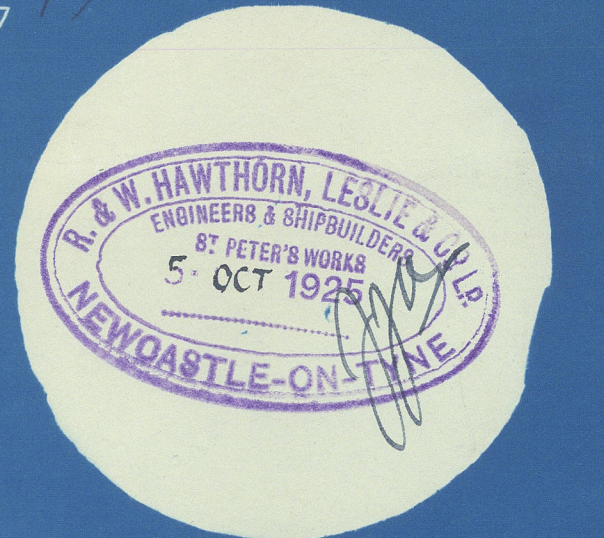
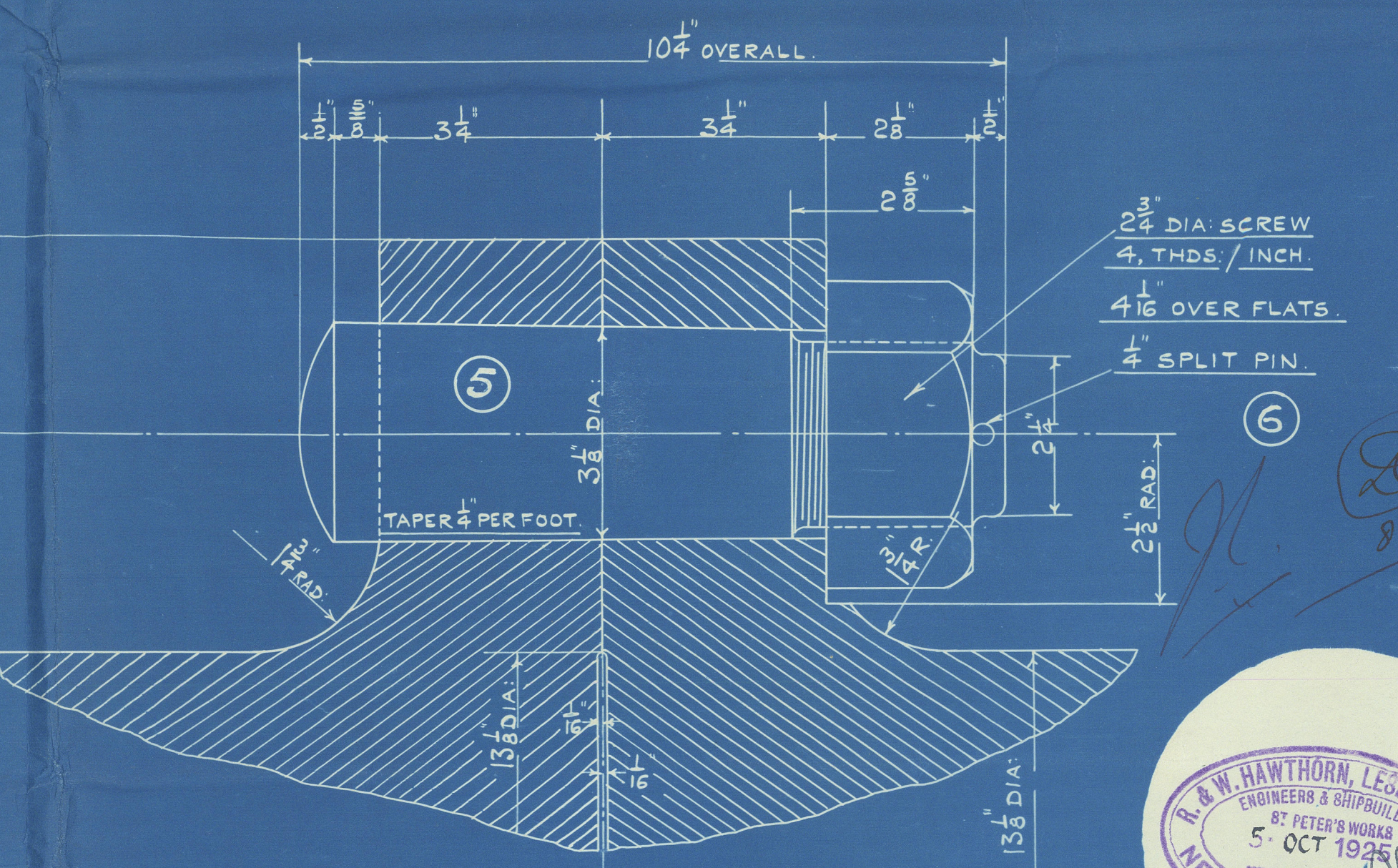
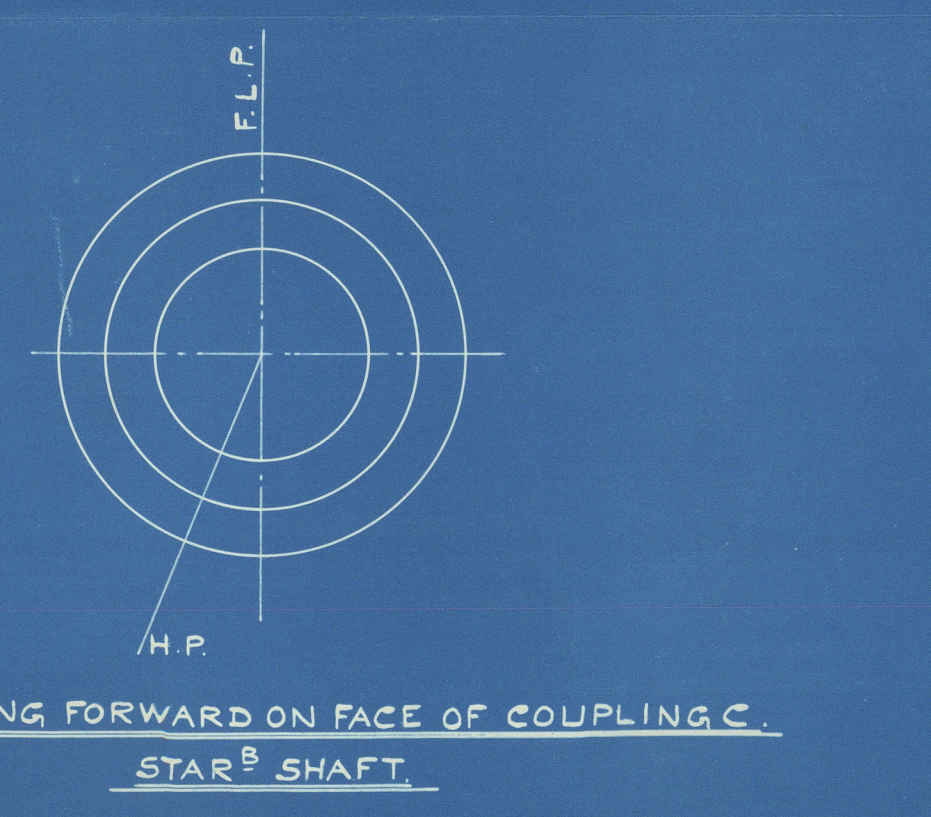
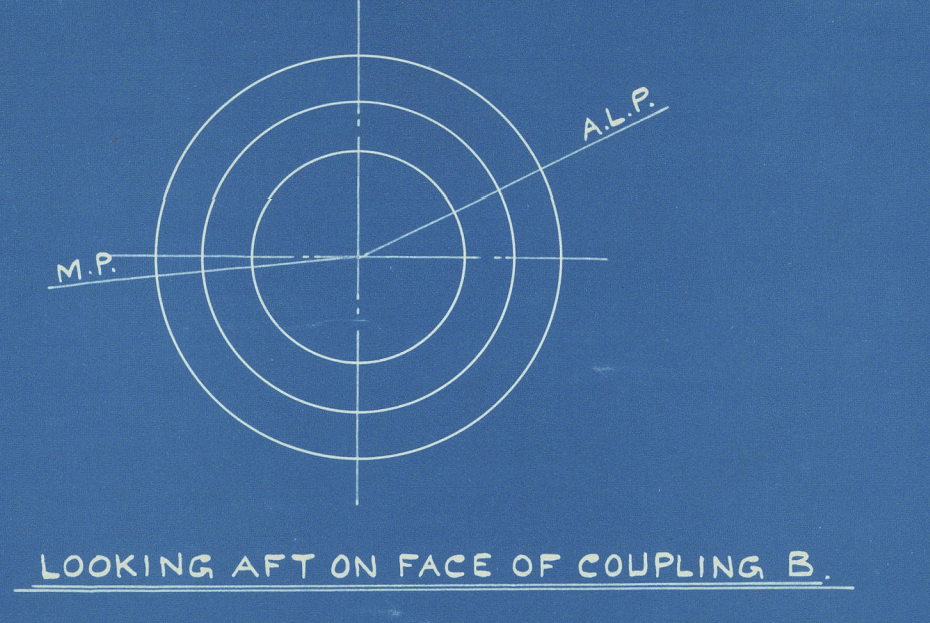
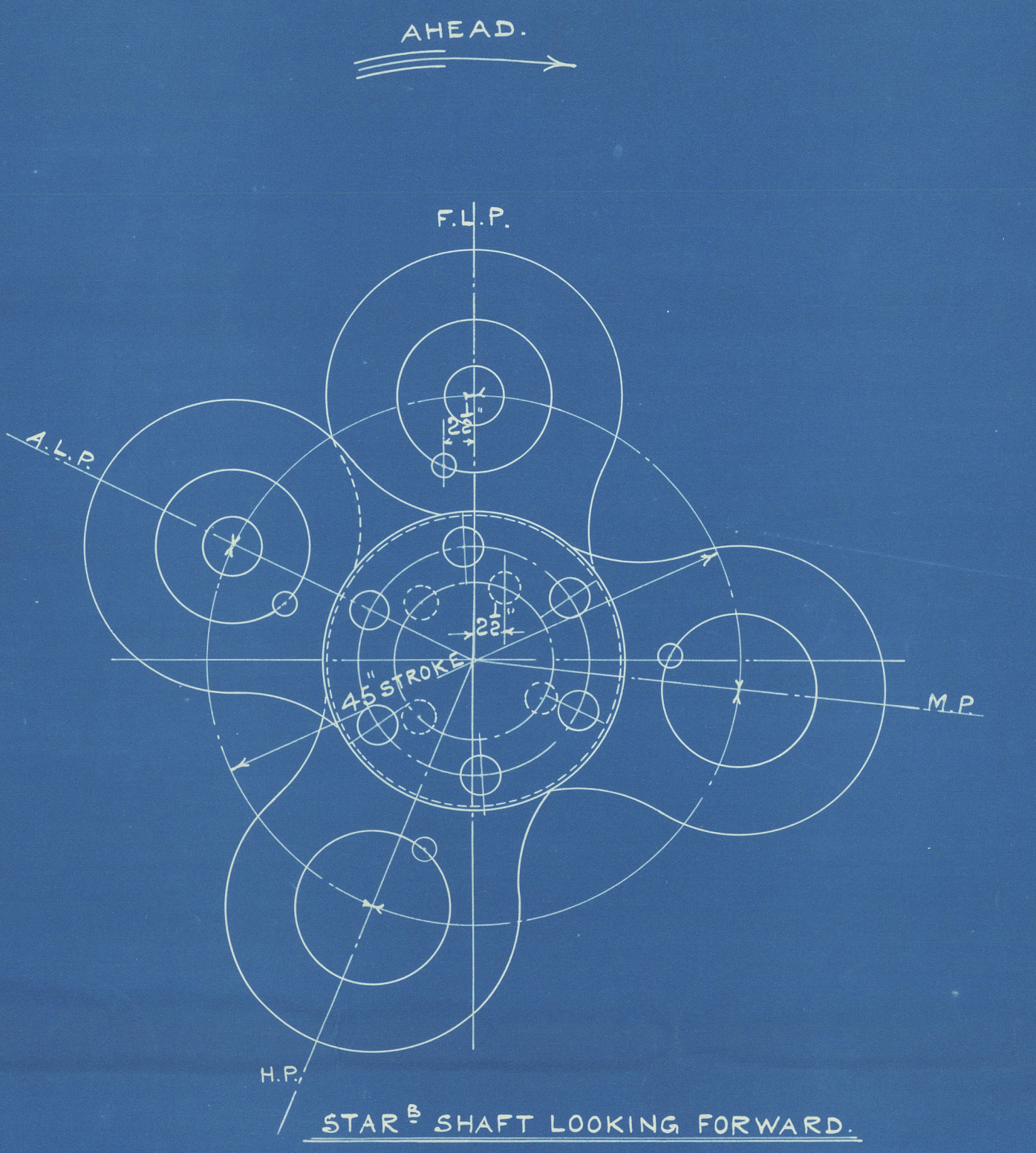
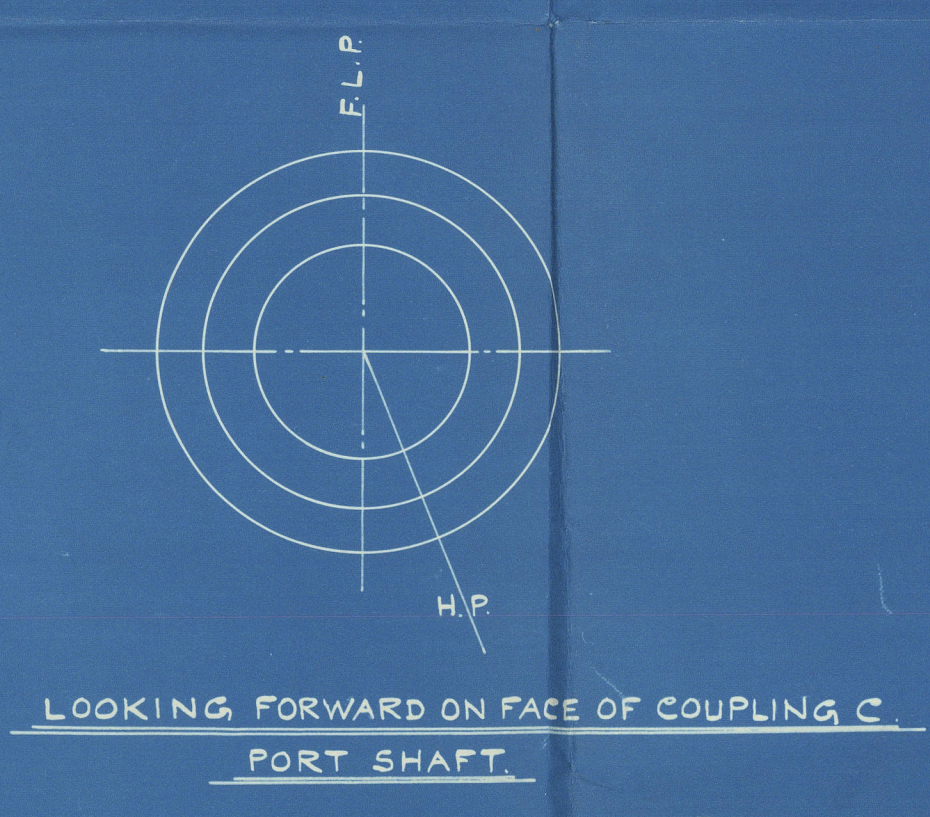
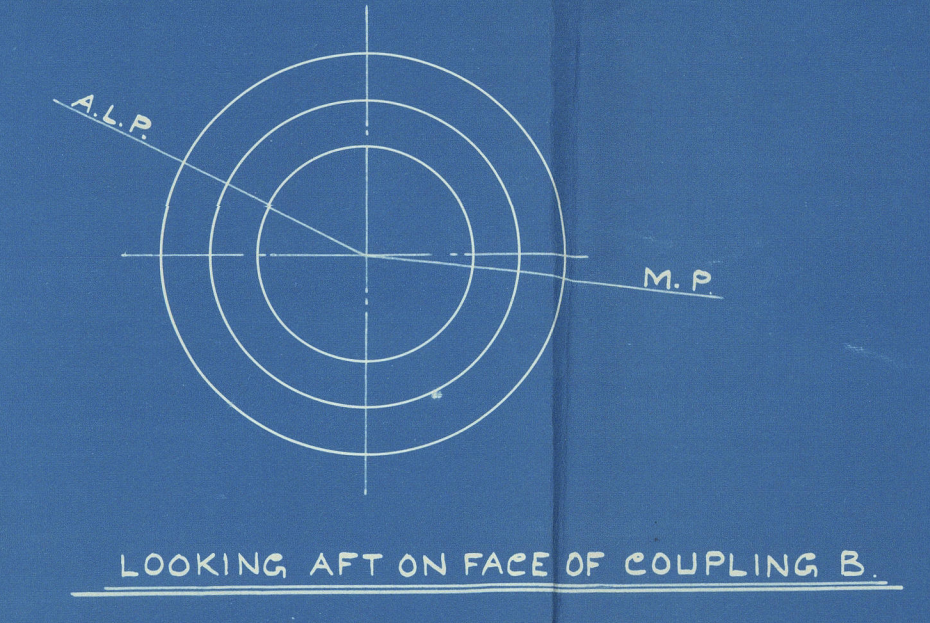
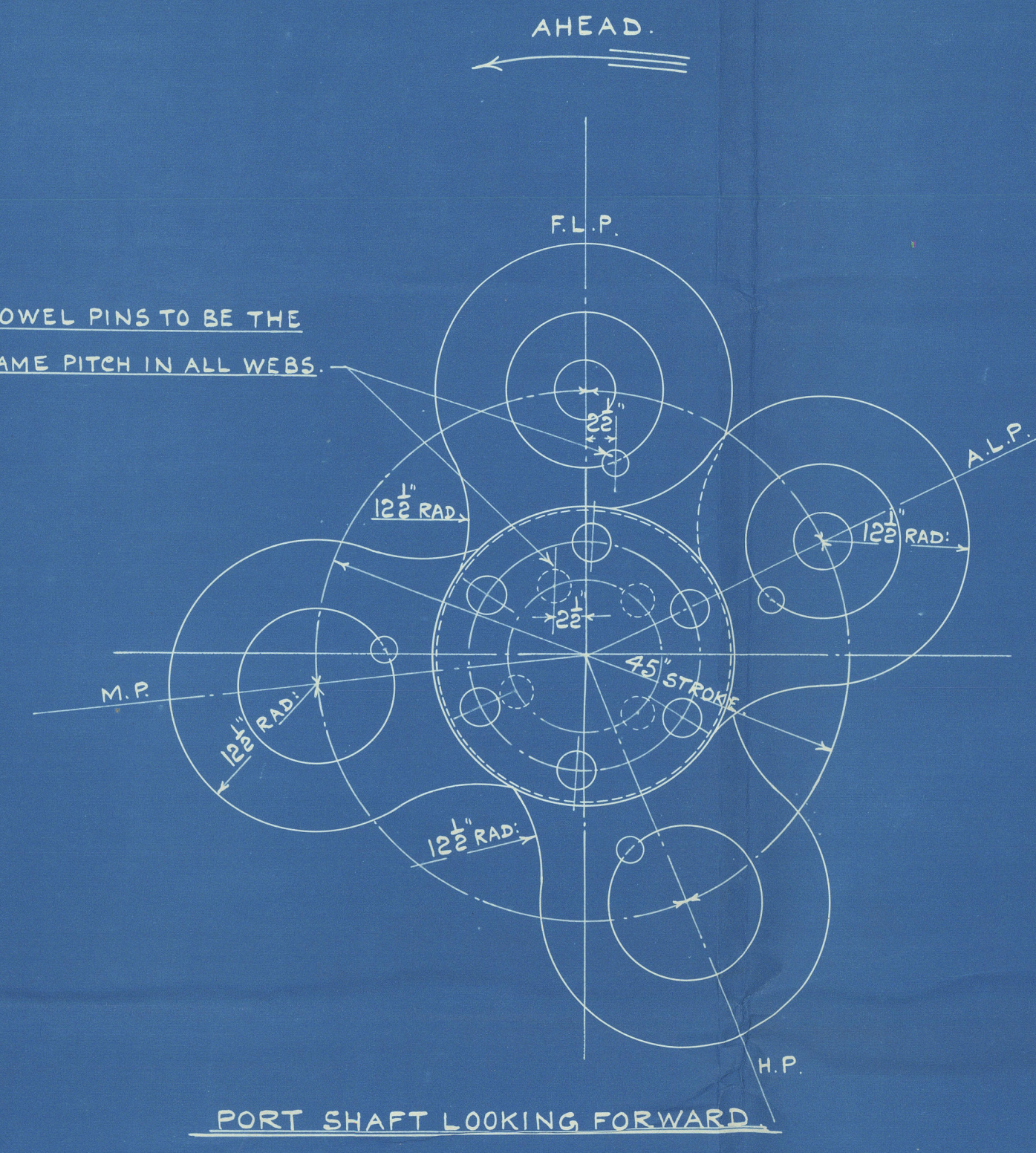
22 1/2 H.P. x 37 1/2 M.P. x 46" L.P. x 46" L.P. x 215 LBS./D² BOILER PRESSURE.
45" STROKE.

NOTE:- CRANKSHAFT SPECIFIED TO BE 5% IN STRENGTH
ABOVE B.O.T. & LLOYDS RULE.

DIST ^S MARK	DESCRIPTION	N ^O REQ.	PORT	STAR	MATERIAL	MAKERS	COST INDEX	JOB N ^O	D.O. REMARKS
1	CRANK JOURNALS	6	6	-	FORGED INGOT STEEL		107/2		
2	" PINS	4	4	-	"		107/3		
3	" WEBS	8	8	-	"		107/4		
4	PINS FOR JOURNALS	8	8	-	STEEL		107/6		
5	COUPLING BOLTS & NUTS	6	6	-	W.I. NUTS		107/5		
6	SPLIT PINS	6	6	-	STEEL		107/8		
7	PINS FOR CRANK PINS	8	8	-	STEEL		107/6		

NOTE:- CRANK SHAFTS TO BE FINISHED COMPLETELY WITH BOLTS IN COUPLINGS B & C.
AS SHOWN AND TO BE OF INGOT FORGED STEEL.
THE TWO HALVES OF CRANK SHAFT TO BE COUPLED TOGETHER
AND TESTED IN LATHE AS ONE SHAFT.
TO BE TO B.O.T. & LLOYDS REQUIREMENTS & SURVEY & OUR SATISFACTION.

NOTE:- DOWEL PINS TO BE THE
SAME PITCH IN ALL WEBS.



DRAWN BY
CHECKED BY
PASSED BY

DRAWING N^O 10.

CRANK SHAFT.

SCALE:- 1" = 1 FOOT & AS MARKED.

ENGINE N^O 13646.

Memo

R & W Hawthorn Leslie & Co

No 3646

Ship No 542.

Plan of Cent Shaft

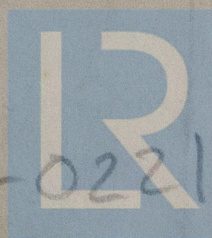
Strength to be 5%
in excess of rules.

J. S. S. Rohma

London

NEWCASTLE ON TYNE.

Report No. 80689.



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Lloyd's Register
Foundation

W258-0221