

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

DESCRIPTION.	MATERIAL	No OFF		REMARKS
		WORKING	SPARE	
THRUST SHAFT.	SIEMENS MARTIN	TWO ✓		COST MARK K $\frac{3}{4}$ .
INTERMEDIATE SHAFT	INGOT STEEL.	TWO ✓		" " K $\frac{4}{8}$
TAIL SHAFT.		TWO ✓	ONE ✓	" " K $\frac{1}{8}$
COUPLING BOLTS & NUTS	STEEL	24 ✓	SIX ✓	" " K $\frac{4}{8}$ .

**SHAFTING.      TO PASS LLOYDS REQUIREMENTS & TESTS.**  
**DIESEL ENGINE NO. K4.**

THRUST SHAFT  $K \frac{4}{A}$   
INTERMEDIATE & TAIL SHAFTS  $K \frac{4}{B}$   
SCALES - 1" = 1 FOOT & HALF SIZE. 20<sup>TH</sup> OCT. 1924.

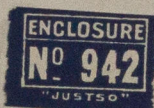
JOHN G. KINCAID & Co. Ltd.  
(DRAWING OFFICE)  
20 OCT 1924  
ENGINEERS & BOILERMAKERS  
GREENOCK.



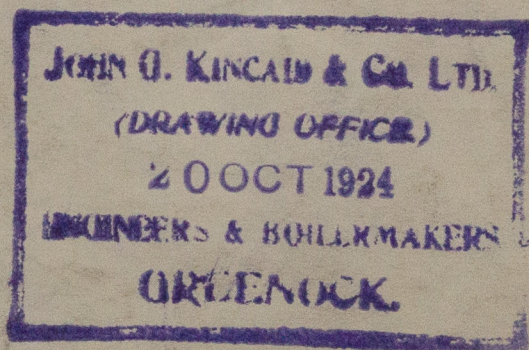
Shafing

M.V. "Eli Knudsen".

Grk-18471.



RETAIN



RETAIN

© 2019

W385-0081 Lloyd's Register  
Foundation