

7 HOLES $\frac{13}{4}$ REAM THRU
 $\frac{5}{16}$ DIA REAM BOTH ENDS $\frac{3}{16}$ DEEP AS SHOWN
 PRESS IN STEEL TUBE $\frac{3}{4}$ O.D. X .635" (16 GA.) X $17\frac{1}{2}$ Lg.
 AND EXPAND ENDS TO GIVE A SMOOTH RADIUS
 AS SHOWN IN DETAIL "H"

NO RAD. REQUIRED

8 R. APPROX. WHERE SHOWN ONLY.

SECTION F-1

1. HOLE $\frac{3}{4}$ DRILL $\frac{1}{4}$ DEEP FOR SHELL REMOVING TOOL

CENTER BEARING

2 HOLES 1/2" 12 TAP N.F. 3 (RD)
1" ϕ DRILL THRU
WHEN LOCATING SHAFT TO GEN
PLACE THESE HOLES CLEAR OF
HOLES IN GENERATOR SHAFT.

4 CRANKS #12/8

12 HOLES (EQUALLY SPACED)
 $\frac{17}{16}$ DRILL THRU
 1.7495" REAM BY MCL. & S.
 WITH THEIR JIG

FULL SIZE SECTION
THRU OIL SLINGER

FULL SIZE SECTION
THRO FLANGE

VIEW T-

SHOWING RELATION BETWEEN SHAFT AND HOLES IN FLANGE

SEE DETAIL H

BREAK EDGES

POLIS
THRU
FACE

8/254
- 8.256
(THRUST)

THIS IS A SPECIAL WE
SITE SECTION P-P

1. HOLE IN DIMS REAM THRU
5/32" DIA. REAM BOTH ENDS 2" DEEP AS SHOWN
PRESS IN STEEL TUBE AND WELD ON BOTH ENDS
EXPAND ENDS TO GIVE A SMOOTH FINISH
AS SHOWN IN DETAIL H

NOTE

W/ PINE NO. 10 CERMINE IS LOCATED INSIDE THE
ALL BEARINGS IN CRANK PINS MUST BE WITHIN ONE OF THE
AND PARALLEL. THE ANGLES OF CRANKS MUST BE COMMON
WITHIN $\frac{1}{2}$ OF ONE DEGREE. NO OF SHAFT JOINTS TO BE
COMMON WITHIN ONE. THIS OF PINS TO BE PARALLEL TO
COMMON AXIS OF JOURNAL WITHIN ONE. NO OF

APPROX. WEIGHT 4000 LB.

APPROVED
MAY 12 1938
FLOYD S. PLOSTER OF SHIPPEE
NEW YORK

SECTION R-R

CRANKSHAFT - STEEL - SEE SPECIFICATIONS
FINISH ALL WEE

SECTION P

DETAIL H. (FULL SIZE)
SHOWING ENDS OF OIL HOLES

Углы $K =$

SHOWING RELATION BETWEEN SHAF

THESE CUT OUTS TO BE PUT
IN FLANGE ONLY IF NECESSARY

"Arriaga" ex M.V. PETROHEAT
NYK RPT 40005
MAIN ENGINE CRANKSHAFT



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