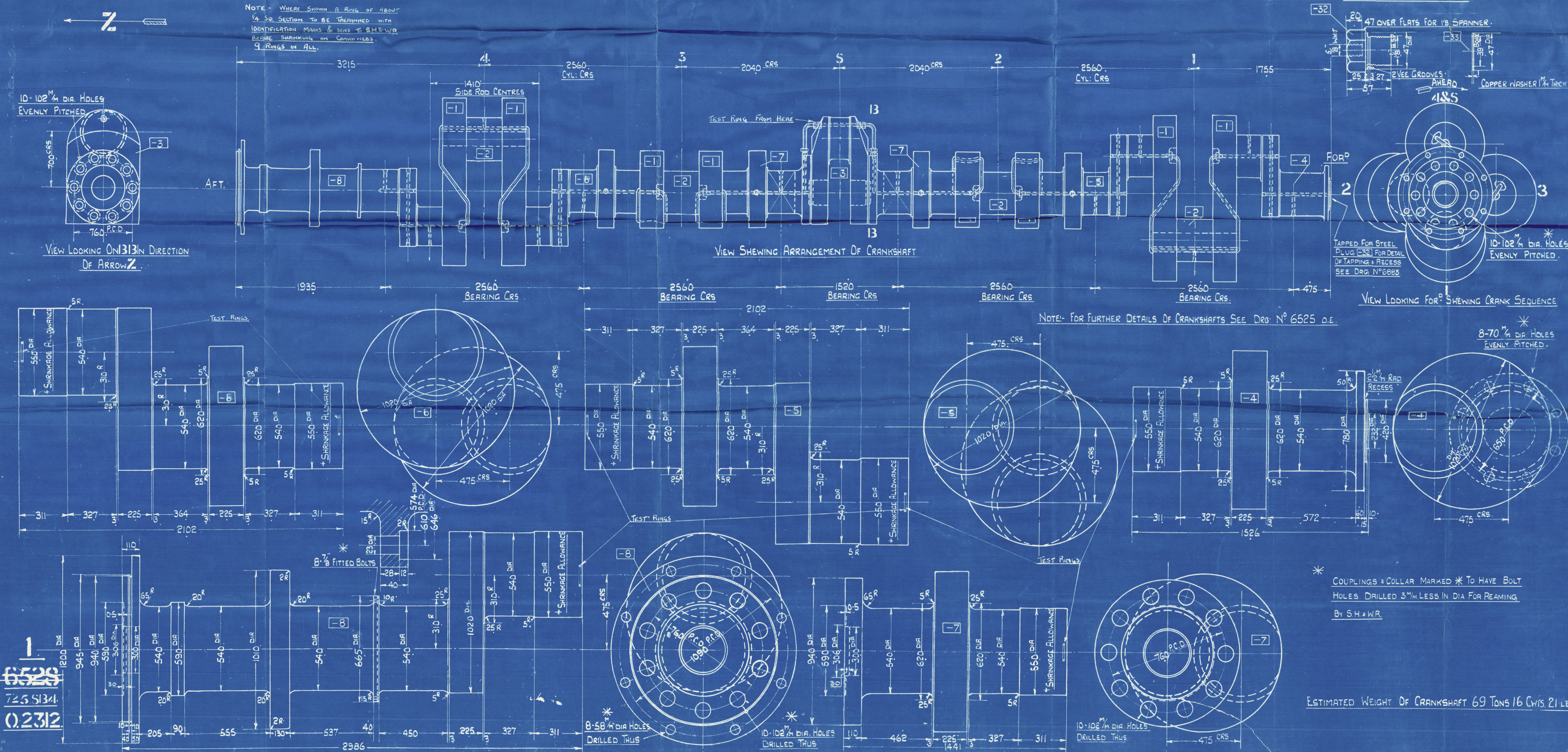


## ARRANGEMENT OF CRANKSHAFTS. SHEET N<sup>o</sup> 2

725 BORE X 1300 + 950 COMBINED STROKE

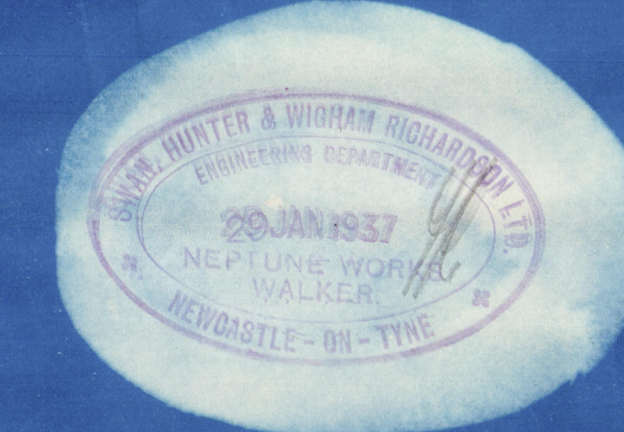
TRACING NO. 02312 FOR SINGLE SCREW.  
6528.0E.

SCALE:-  $\frac{1}{20}$  &  $\frac{1}{10}$



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  $\pm 0.5\%$ .
3. THE PINS & JOURNALS MUST BE HIGHLY MACHINED, PERFECTLY SMOOTH & THE FOLLOWING LIMITS MUST NOT BE EXCEEDED:-
- A.  $\pm 0.1\%$  IN THE DIAMETER.
- B.  $\pm 0.03\%$  DEVIATION FROM THE TRUE CIRCULAR CROSS-SECTION.
- C.  $\pm 0.5\%$  IN SEPARATE LENGTH OF THE SHAFT.
- D.  $\pm 0.25\%$  IN THE LENGTH OF JOURNALS.
- E.  $\pm 0.03\%$  IN THE PARALLEL ALIGNMENT OF THE CENTRE LINE OF THE PINS TO THE CENTRE LINE OF THE CRANKSHAFT.
- F.  $\pm 0.5\%$  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  $\pm 0.1\%$ .
- G.  $\pm 0.5\%$  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.
4. THE FACE OF THE AFTER COUPLING MUST RUN TRUE IN THE LATHE AFTER CRANKSHAFT HAS BEEN COMPLETED.

[illegible]

## ARRANGEMENT OF CRANKSHAFT SHEET NO. 2.



SWAN, HUNTER, & WIGHAM  
RICHARDSON LTD.

SHIP No. 1545

ENGINE No. 1562

Regent Tiger

(3)

Cranksaft Arrangements &  
details

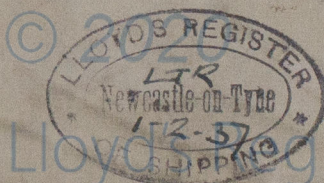
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