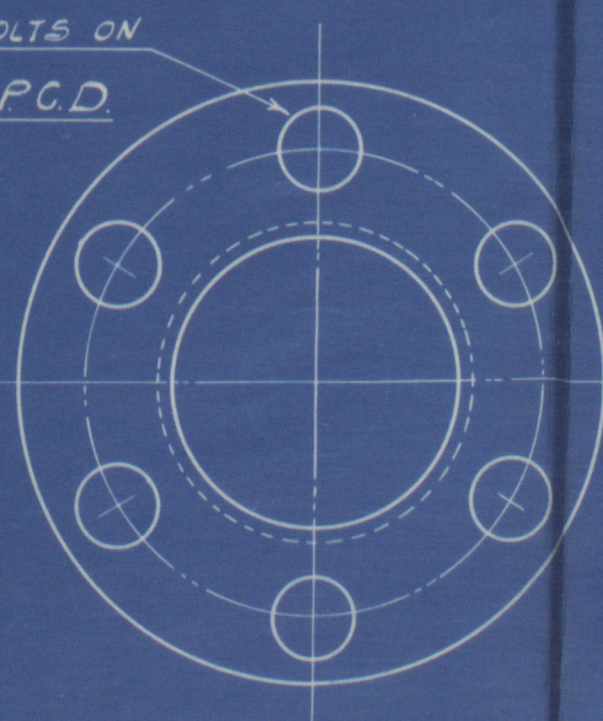


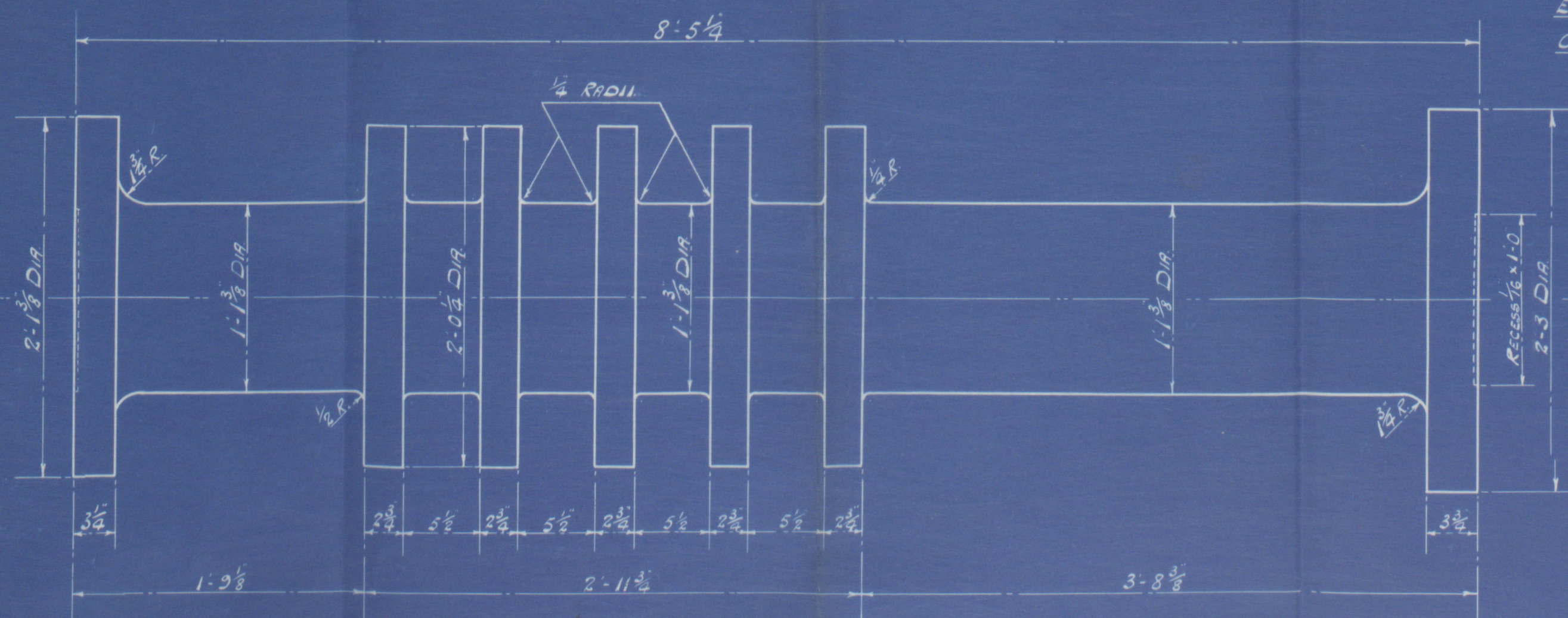
NOTE:-

THESE PARTICULARS TO BE TAKEN  
FROM TEMPLATE OF EXISTING  
TUNNEL SHAFT COUPLING

6 - BOLTS ON  
1'-8" P.C.D.

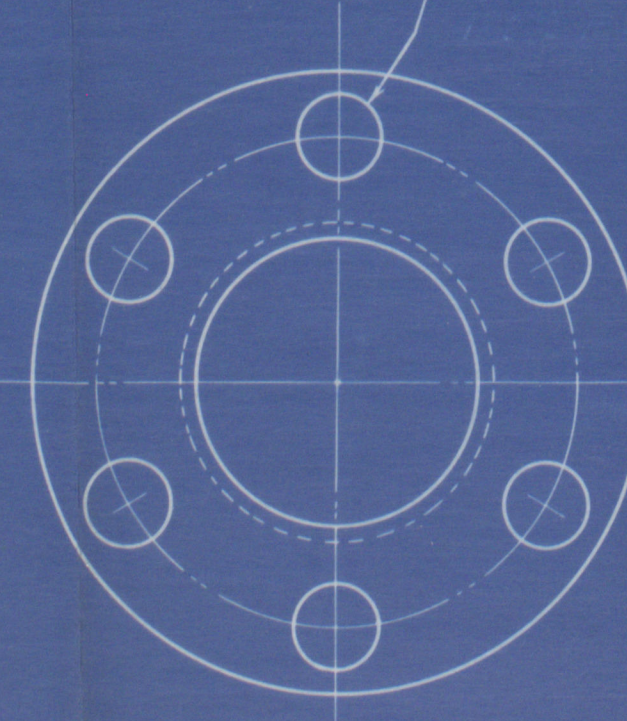


AFT COUPLING.



NOTE:- BOLT HOLES TO BE TAKEN  
FROM TEMPLATE OF STANDARD  
ENGINE CRANK SHAFT  
COUPLINGS.

6 - BOLTS ON  
1'-8 1/2\" P.C.D.



FORW<sup>d</sup> COUPLING.

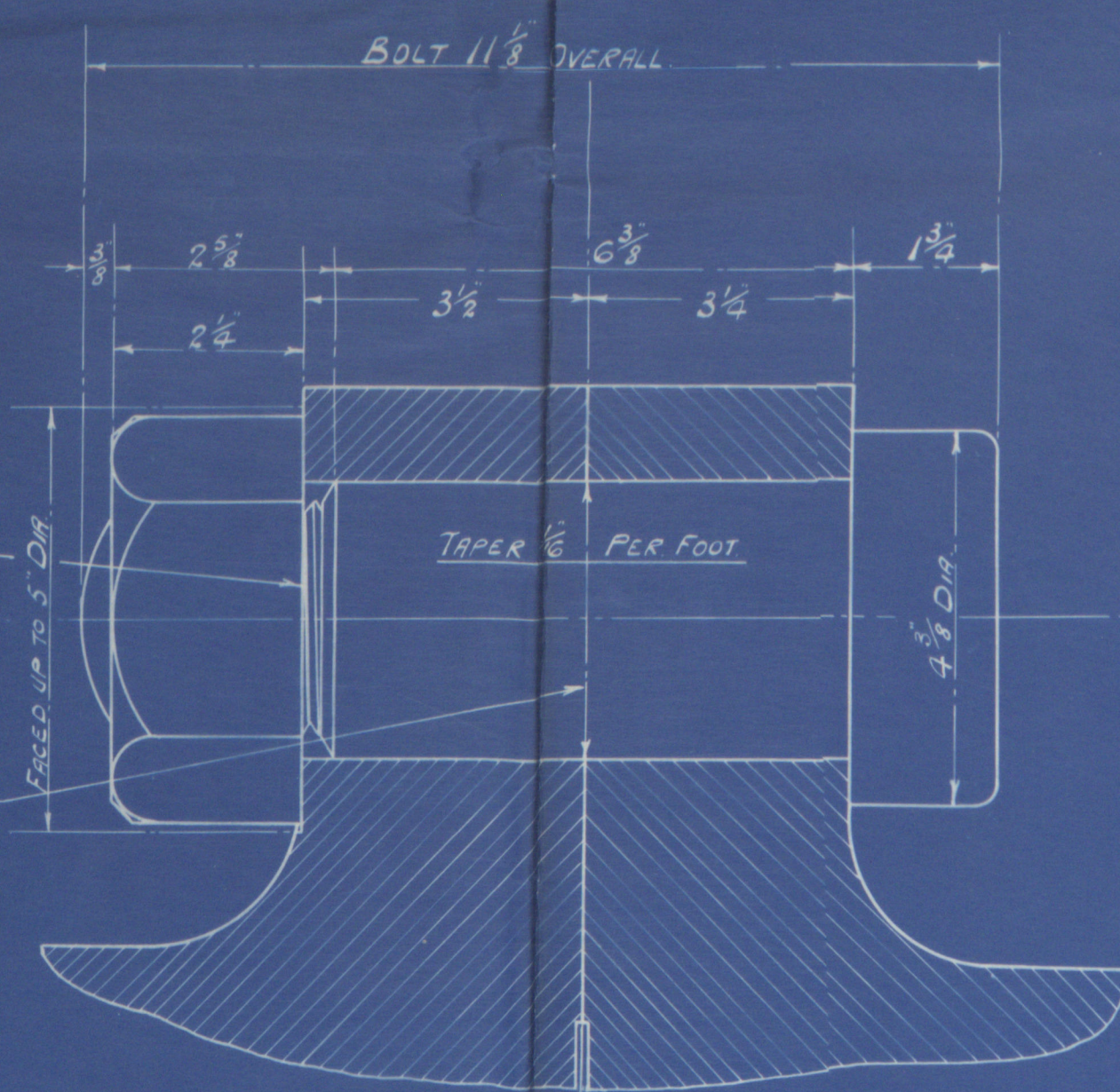
NOTE:-

KEYWAY TO BE CUT  
IN COUPLING FOR  
TURNING WHEEL.

BOLT SCREWED 2 3/4\" DIA.  
TO SUIT EXISTING NUTS.

NOTE:-

ABOUT 3 1/4\" DIA. HOLES IN  
PRESENT TUNNEL SHAFT TO BE  
REAMERED OUT. NEW BOLTS  
TO BE SUPPLIED & FITTED.



TUNNEL SHAFT

THRUST SHAFT

DETAIL OF AFT THRUST COUPLING BOLT.

HALF SIZE.

BOLT HEADS TO BE FORWARD.

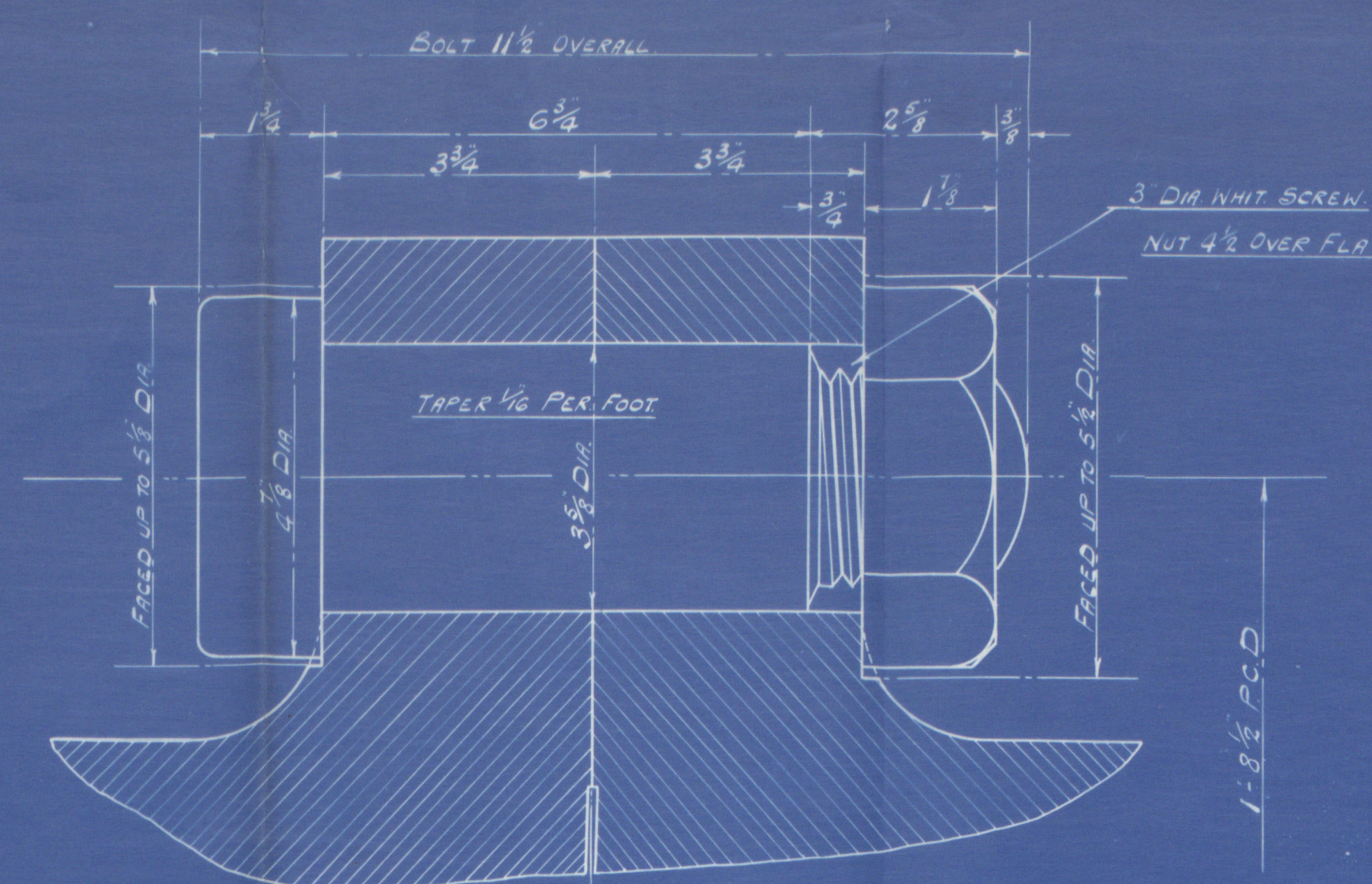
THRUST SHAFT

INGOT STEEL.

ONE OFF.

SCALE:- 1 1/2\" = ONE FOOT.

FINISHED ALL OVER.



THRUST SHAFT

CRANK SHAFT

DETAIL OF FORW<sup>d</sup> THRUST COUPLING BOLT

HALF SIZE.

BOLT HEADS TO BE AFT.

SURVEY - LLOYDS

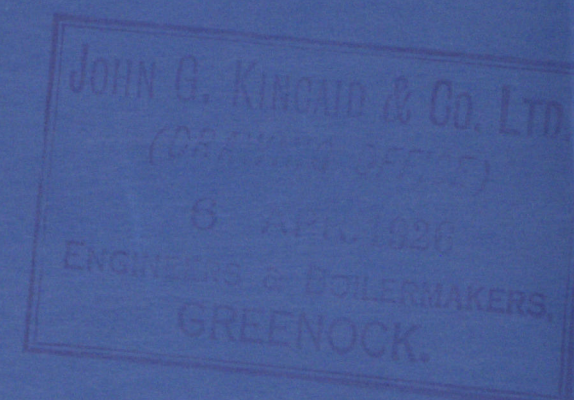
# THRUST SHAFT. ENGINES NO. 555.

SCALES:- AS MARKED.

5<sup>TH</sup> APRIL 1926.

IDRC. NO. 4409.

(S. S. ALFONSO PEREZ.)

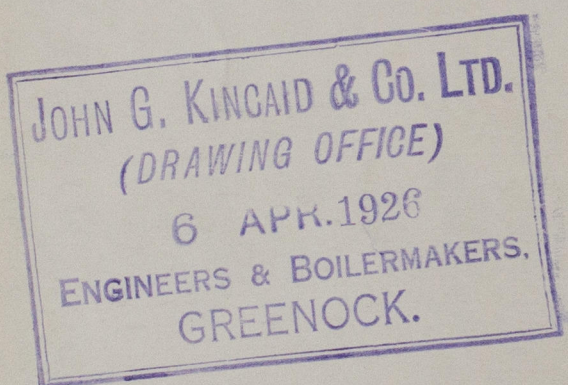
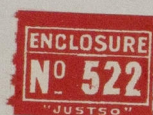


Approved 6/4/26  
and Kincaid 2nd letter 16/9/26  
John G. Kincaid  
1/8/26

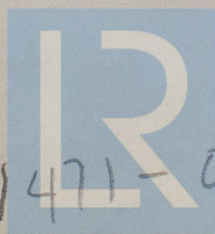


6 17  
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RETAIN



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