

11-10-40

UNIT NO. 427 #4324

NAME OF UNIT

OCT 11 1954

SHEET NO. 2

NO. USED

1098	Minute Wheel Screw	
1105	Minute Wheel Unit	
	1071 Minute Pinion	
	1092 Minute Wheel	
7131-A	Plate Pillar	
636 ⁰⁵ / ₇₇₆	Plate Pillar Screw	
745	Ratchet	
11	Reg. Staff Collar	
56	Reg. Staff Collar Screw	
7876	Reg. Staff Unit	
	7875 Pollywog	
	7877 Reg. Staff	
2255	Third Wheel Unit	
	759 Third Pinion	
	1352 Third Wheel & Hub	
	71 Third Wheel	
	20 Third Wheel Hub	
511	Train Pillar	3
5992-B	Train Pillar Screw 776	3
1357	Train Plate	

PARTS LIST

TYPE- E	DATE 11-18-48	FINISH
CLOCK NO. #4324	ISSUED	
OCT 11 1951		
LIST DRAFTED BY:	APPROVED FOR MFG.	REVISIONS
REF:	PRODUCTION:	1 4
	ENGINEERING:	2 5
		3 6

UNIT NO.	NAME OF UNIT	NO. USED
973	Back Plate	
1369	Barrel Arbor Unit	
	1368 Barrel Arbor	
	17 Barrel Arbor Hook	
8480	Barrel Cover Unit	
	8479 Barrel Cover	
	8477 Barrel Cover Hub	
1367	Barrel Unit	
	51383 Barrel Blank (Drg.#6876)	
	18 Barrel Hook	
892	Cannon Pinion	
1303	Center Wheel Unit	
	1295 Center Arbor	
	1220 Center Wheel & Pinion	
	1245 Center Pinion	
	69 Center Wheel	
	1374 Friction Collet	
	1302 Friction Washer	
10	Click	
52	Click Screw	
6862	Click Spring Screw	
1261	Click Spring Unit	
	5048 Click Spring	
	2294 Click Spring Pin	
51501	Escapement #21-7 Jewel	
962	Escapement Mtg. Screw	2
7947	Fourth Unit	
	765 Fourth Pinion	
	1351 Fourth Wheel & Hub	
	73 Fourth Wheel	
	21 Fourth Wheel Hub	
971	Front Plate	
906	Hand Washer	
1009	Hand Washer Screw	
1376	Hour Wheel Unit	
	1324 Hour Wheel	
	1375 Hour Wheel Tube	
1213	Int. Wheel Unit	
	338 Int. Pinion	
	1212 Int. Wheel	
79-D	Mainspring	

(continued)

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Note: Verify the pre-1945 models using the serial number on the movement with the manufacturing serial number index in *Chelsea Clock Company, The First Hundred Years* (1ST edition 2003, 2nd edition, 2014).

MODEL E Chelsea's earliest marine (non-striking) movement is best described by a 1 1/8" diameter upper seconds orbit and a narrow friction fit "regulator pointer" operating on the surface of the dial to a curved fast/slow scale on the dial. This was the longest production marine movement produced from 1897 until the end of WWII. Page 4.

MODEL 12E Manufactured primarily for the U.S. Navy in a variety of 12/24 hour Type A and Type B Deck and Engine Room models, Radio Room as well as other armed services in similar designs. Geared separately for 24 hour dialed models by the interchangeable replacement of a larger hour wheel. Identifiable by a sweep second hand and vertical micrometer type regulator with a serrated wheel protruding through the dial right of center between numerals 2 and 3. Most often found in cases of phenolic resin, aka "bakelite." Followed by the 12EG, 12EGI and 12EI movements with plates in their original brass finish. Page 7.

MODEL 13E The first version of the U.S. Army Message Center, M1 clock in a brass case mounted in a leather strapped wooden box for field transport. Non-striking, front wind with a knurled stem-set knob protruding through the case at the 9 o'clock position. Vertical micrometer type regulator with a serrated wheel protruding through the dial surface. Page 43.

MODEL 14E Designed for the U.S. Navy as the "Zig-Zag" clock for direct wired attachment to the ship's steering servos. Made in both brass and phenolic cases. Has a start/stop "hacking" lever, sweep second hand, cam driven circuit with insulated (in brass cases) exterior terminals located between 4 and 5 o'clock. Vertical micrometer type regulator with a serrated wheel protruding through the dial surface. The bezels hinge at the 12 o'clock position for assured closure in tight quarters. Page 63.

MODEL 16E Developed during the early 1940's for military and post-war commercial marine clocks. Identifiable by a small upper seconds orbit and a horizontal micrometer type regulator with a serrated wheel protruding through the dial surface right of center between the 2 and 3 o'clock position. Page 70.

MODEL 17E Made specifically for the U.S. Navy Mark I Deck and Boat clocks around 1942. Backwind marine movement finished in goldwash. Wound, set and regulated from the rear through a slotted dust cover. Succeeded by the Model 17K (Ca. 1938). Page 75.

MODEL F The second marine model developed by the company around 1904. A seven jeweled escapement was standard and an eleven jeweled could be ordered at additional cost. Easily identifiable due to its rectangular plates and better known as the "Pilot House" movement. Pilot House dials have a unique 1 15/16" seconds orbit. Employs a lever regulator accessible through a curved fast/slow scale on the dial. Redesigned with a platform escapement for WWII. Page 85.

MODEL K Made by Chelsea as well as their subsidiary, Boston Clock Co. (1909-1930). Primarily used in auto clocks, U.S. Marine Corps. and U.S. Navy Deck #3 (Boston) clocks. Early Chelsea movements are finished in goldwash and Boston movements are finished in nickel plating. Boston movement serial numbers end in the letter "B." Page 88.