

COPY

GLASGOW

August 22nd, 1944.

Dear Mr. Adams,

With reference to your telephone call this morning, regarding the tail shaft repairs for the M.V. "CHESHIRE", the matter has been carefully reviewed and it is still considered that it would be expedient to cut back the liner in way of the corrosion on the starboard shaft, as recommended by the Committee.

I should like to point out that the corrosion on this shaft has already occurred whilst being covered by the liner and that the shaft still remains vulnerable in this respect with the added risk of corrosion fatigue owing to concentration of stress. As development in this respect would not be under the observation of the Surveyor at subsequent dry-docking, it is considered that the only safe method would be to leave the shaft bare at this part and so amend the arrangement of the rubber ring as to ensure that the liner end will be watertight.

Since the liner end extends to the full depth of the gland ring on the propeller, there appears to be no reason why a rubber ring could not be satisfactorily fitted, and should its depth be considered excessive this could be modified by fitting a pinned ring at the bottom of the recess in the propeller boss.

In conclusion I would repeat that the matter has received very careful consideration in this Office, but should you be unwilling to adopt this recommendation, it is suggested that you might like to discuss the matter with the Chief Engineer's Staff in the Society's Head Office.

Yours sincerely,

L. C. Davis

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