

# Lloyd's Register of Shipping.

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3 AUG 1944

Ltr. and sketch  
enclosed.

95, Bothwell Street,

Glasgow, C.2. 1st August, 1944.

Dear Sir,

Messrs. Fairfield S.B. & E. Co., Ltd., S.O. 6915.  
Screw Shafts of M.V. "CHESHIRE" (No. 71953 in R.B.)  
Built in 1927.

I beg to enclose herewith a letter which has been received from Messrs. The Fairfield S.B. & E. Co., Ltd., together with the plan referred to therein, and at the same time would draw your attention to the proposed method of dealing with the corrosion grooves.

Whilst it is agreed that the existing size of screw shafts, i.e., 16" dia., is well in excess of the size required by the present Rules and in excess of the accepted practice at the time the vessel was built, it is considered undesirable to cover up, as proposed in the case of the Starboard shaft, a groove situated as shown on the plan and thus prevent future inspection of this place.

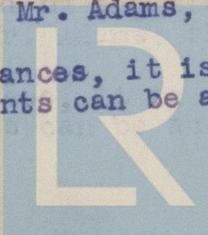
On the whole it is considered it would be preferable to cut-back the liner on the Starboard shaft, so that the groove may be exposed for inspection at each survey. Unfortunately, the liners for both shafts are already made and machined so that the shafts cannot be turned down without scrapping the new liners and renewing the propeller bosses.

It was suggested by Mr. Davis that the tapers on the screw shafts should be advanced along the shafts by about  $3\frac{1}{4}$ " in the case of the starboard shaft, and about 1" in the case of the Port shaft, in order to eliminate the grooves. The shafts would then be restored to their original condition at the after ends, but it would be necessary to fit distance pieces at the coupling faces. This suggestion was objected to by the Ministry of War Transport representative on the grounds that the coupling bolts would be subjected to undesirable bending stresses, but this view is not concurred in, if the bolts are carefully fitted.

It will however, be noted that Messrs. Fairfield's proposals are stated to be agreed by the Ministry of War Transport's representative and Mr. Adams, the Owners' SuperSuperintendent.

In the circumstances, it is desired to know whether the proposed arrangements can be accepted.

A/



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005169-005111-0041

A reply by wire would be appreciated.

I am, Dear Sir,  
Yours faithfully,

*[Handwritten Signature]*  
Local Secretary.

The Secretary,  
71, Fenchurch Street,  
LONDON.

Referred to the Chief Engineer Superintendent

*[Handwritten Signature]*  
- 3 AUG 1944

WIRE REQUESTED



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