

C O P Y

TANGANYIKA RAILWAYS

T.R.S. "AZANIA",  
DAR ES SALAAM.  
4th May, 1929.

I have the honour to report, that on T.R.S. "Azania" being Dry-Docked at Diego-Suarez on 16.4.29.

I gave instructions to the Dry-Dock Engineer to remove propellers and locking rings on stern bushes.

Wear down clearances were then taken, and found to be, Port Shaft  $3/16$ ", Starboard Shaft  $7/32$ ". Tail end shafts were drawn in board, and stern bushes removed.

Examination revealed shafts to be slightly pitted locally, otherwise I consider them to be in very good condition. Stern bushes were found to be worn and badly pitted, I therefore ordered the spare tail end shaft bushes to be fitted and shafts replaced.

The clearances now being, Starboard shaft 5000, Port shaft 8000. Propellers were replaced, tightened up, and locked in my presence.

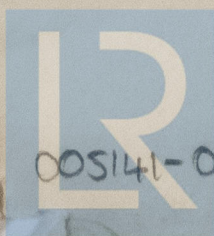
All zinc plates on Rudder Post, "A" brackets, all zinc rings on suction and below waterline discharges, were removed cleaned and as necessary replaced by spares, Engine room under water suction etc., were refitted by the Engine room staff under my supervision.

I am returning worn tail end bushes to the Dockyard to be re-metaled and re-bored, to fit spare tail end shafts.

I have etc.

Sd/- E. B. Buss. 4.5.29.

AG. CHIEF ENGINEER,  
T.R.S. "AZANIA"



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