

The Nagasaki Surveyor recently reported that the machinery of this vessel had been built under special survey and in accordance with the Rules, except that the screw shafts not being fitted with continuous liners were $\frac{1}{2}$ " smaller in diameter than required by the Rules. Had continuous liners been fitted their diameter would have been in excess of the Rules. The case was considered by the Committee on the 15th instant, but action was deferred pending the receipt of further information from the Surveyor.

The following are copies of the telegrams sent and received, viz :-

Sent :- "Manilamaru Rule size screwshaft fifteen point
"seventynine if fitted fifteen quarter owners must be informed
"cable result."

Received :- "Manilamaru tail shaft 15 inches and $\frac{1}{4}$ is diameter
f taper smallest part inside stern tube is 15 inches and $\frac{1}{2}$ in way
"bushes 16 inches and $\frac{1}{2}$ and 16 $\frac{5}{8}$ stern tube arranged for
"complete oil lubricating with oil tight stuffing box at the
"end Builders sincerely desire approval will send details of
"drawing tail shaft stern tube Owners agree."

From the latter it appears that the minimum sizes of the shafts inside the stern tubes is 15 $\frac{1}{2}$ " (which is only $\frac{1}{4}$ " less than the Rule requirements) increased in way of bushes to 16 $\frac{1}{2}$ " and 16 $\frac{5}{8}$ ", and complete arrangements are made for oil lubrication of the shafts with oil stuffing boxes at the end, and further that the Owners agree.

It is submitted that in the circumstances these screw

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shafts might be accepted in this instance, and the record of
IMC 9.15 be assigned

FD. Ref Mch

J.R.R.

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