

Lloyd's Register of Shipping,

Enclosure

95, Bothwell Street,

Glasgow, C.2. 19th December, 1944

Dear Mr. Moffitt,

I regret the delay in replying to your letter of the 6th instant regarding the Vulcan Clutch and Gearing of the H.M.R.T. "MEDIATOR". We have been very busy and short handed, but we have survived and the facts are as follow:-

In the case of the "BUSTLER", "HESPERIA" and "GROWLER" the gears were tried at the Makers' Works - Messrs. Barclay Curle & Co. Ltd., Glasgow - and it was reported that conditions were such as to warrant their re-examination etc. Since then the gears have not been tried at the Makers' Works, and in the circumstances the Surveyor could not make any report on their behaviour.

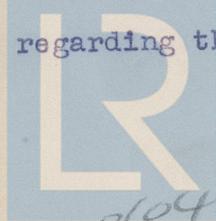
The shop tests are stated by the Makers to have been discontinued on the authority of the Admiralty who had expressed themselves satisfied with the performance of the gearing in the vessels already completed.

We do know, however, that gears of the last two vessels were cut on a different machine from that which cut the gears of the first three vessels.

Details as to the cutting of the secondary pinions of all the vessels under consideration are as follow:-

- V.C.32 "BUSTLER" secondary pinions cut by B.C., recut by Stephen's.
 V.C.33 "SAMSONIA" " " " " B.C. ahead face recut by Stephen's - astern face by John Brown.
 V.C.34 "GROWLER" secondary pinions cut by B.C., recut by B.C. (Smaller non creep machine).
 V.C.35 "HESPERIA" secondary pinions cut by Stephen's; not recut.
 V.C.39 "MEDIATOR" secondary pinions cut by Barclay Curle (on smaller non creep machine); not recut.
 V.C.40 Not allocated secondary pinions cut by Barclay Curle (on smaller non creep machine); not recut.

We have no information regarding the behaviour of any
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of the gears in service except in the case of the "HESPERIA"
please see Glasgow Report No. 68826 of Sept. 1944, and a copy
of a report issued on form 10 is enclosed.

Wishing you the Compliments of the Season,

and With kindest regards,
Yours sincerely,

L. C. Davis

R. Moffitt, Esq.,
WOKINGHAM.

I regret the delay in replying to your letter of the 12th inst. regarding the "HESPERIA" gears. We have been very busy since we have arrived and the fact is that we have not yet had time to look into the matter. In the case of the "HESPERIA" gears, the gears were tried at the Glasgow works - Messrs. Barclay Curie & Co. Ltd., Glasgow - and it was reported that conditions were such as to warrant their re-examination etc. Since then the gears have not been tried at the Glasgow works and in the circumstances the Surveyor could not make any report on their behaviour. The shop tests are stated by the letter to have been discontinued on the authority of the Admiralty who had expressed themselves satisfied with the performance of the gears in the vessels already completed. We do know, however, that gears of the last two vessels were cut on a different machine from that which cut the gears of the first three vessels.

Details as to the cutting of the secondary pinions of all the vessels under consideration are as follows:

V.C.32	"HESPERIA" secondary pinions cut by A.C. ... used by Stephen's
V.C.33	"HESPERIA" secondary pinions cut by A.C. ... used by Stephen's
V.C.34	"HESPERIA" secondary pinions cut by A.C. ... used by Stephen's (smaller non cross machines)
V.C.35	"HESPERIA" secondary pinions cut by Barclay Curie (on smaller non cross machines); not used
V.C.36	"HESPERIA" secondary pinions cut by Barclay Curie (on smaller non cross machines); not used
V.C.37	"HESPERIA" secondary pinions cut by Barclay Curie (on smaller non cross machines); not used



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