

COPY

9th August, 1961.

Eng.

Dear Sir,

P. K. Harris, Appledore
Yard Nos. 133, 134, 135 & 136
"Alice", "Agatha", "Audrey" & "Agnes"

With reference to your letter of the 2nd December 1960, I have to confirm that during the sea trials of these vessels no gear hammer was noted in the reduction gearing within the engine operating speed of 250/750 RPM.

I draw your attention to Plymouth Rpt.4b No.8853 in which it will be noted that the propeller diameter is given as 6' not 6'2" as in the case of Yard Nos.133, 135 & 136.

The reason for this difference is that during trials of Yard Nos.133 & 134 the propellers were excessively noisy and during experimental modifications made with a view to cutting out the noise one inch was removed from each tip of the propeller of Yard No.134. This modification however made no difference to the noise but eventually all four propellers were made completely satisfactory, that is they operated without any noise, by reducing the thickness of the trailing edge of each blade. The reduction in the thickness of the trailing edges merely brought the blades to the scantlings indicated on the original propeller drawing.

I take this opportunity to explain the reason for the machinery subject made in the case of Yard Nos.135 & 136 "Audrey" and "Agnes" respectively.

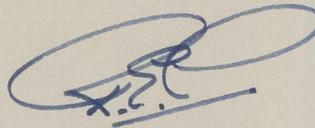
In the case of "Audrey" (Yard No.135) subsequent to sea trials the gear box inspection indicated very slight indentations on the ahead face of the teeth of the forward helix of the final wheel, it is considered that these slight indentations were caused by foreign matter the nature of which is unknown. There are no corresponding marks on the final pinion which, I believe is a nitrided pinion, but it is considered advisable to re-examine the final wheel on completion of six months service.

COPY

- 2 -

In the case of "Agnes"(Yard No.136) the gear box inspection subsequent to sea trials showed that for some reason or other, probably lack of inhibition, the clutch assembly was heavily coated with rust. The box was opened up and the whole assembly removed, dismantled cleared of rust, polished and re-assembled. At the same time the opportunity was taken to renew the white metal lining of the astern wheel clutch bronze which had partially run. On completion of assembly a further sea trial was held with satisfactory results. It has been recommended however that these gears be examined after six months service in case the very slight pitting caused by rust has increased.

Yours faithfully,



Surveyor to Lloyd's Register.

The Secretary,
LONDON.



© 2021

Lloyd's Register
Foundation

0146 2/2