

Messrs. Furness Shipbuilding Co.'s No. 283

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The Owners, Messrs. Eagle Oil & Shipping Co., in conjunction with the Engine Builders, are desirous of fitting a larger diameter tail shaft than was originally provided for, and this necessitates boring out the <sup>stern/frame</sup> boss to 26 $\frac{1}{2}$ " diameter at the after end and 26.9/16" at the forward end. The mean external diameter of the boss of ~~the stern frame~~ as made is 36 $\frac{1}{2}$ ", therefore, the mean thickness of the material will be 4.96" as against 5.25" as required by the Rules. The Builders desire to know if the boss can be bored to the proposed increased diameters.

In previous similar cases the Committee have accepted an increased thickness in the boss plating as compensation for a deficiency in thickness in the boss, and subject to the Owners' consent being obtained, it is considered that a similar procedure might be followed in the present case.

It is therefore submitted the Builders be informed that provided the Owners' consent be obtained and the shell plating on the boss be increased to 1 $\frac{1}{8}$ " in thickness, extended to the after end of the boss and riveted thereto to the satisfaction of the Surveyors, the stern frame as made with the boss diameters as stated in their letter will be accepted bored out to 26 $\frac{1}{2}$ " diameter at the after end and 26.9/16" at the forward end.

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Ltv. 29/11. Amud. 1/2  
p.c. mdt.

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