

Lloyd's Register of Shipping.

PLAZA DE MINA N° 11
~~Calderon de la Barca~~ No. 19,

Cadiz, 7th April 1923.

LLLOYD'S REGISTER,
LONDON.

REC^d 12 APR 1923

ANS^d 13

The Secretary.
London.

Dear Sir.

With reference to the despatching of the First Entry Reports of the Steamer "MANUEL ARNUS" referred to in the last paragraph of my letter of the 24th ultimo, I beg to state that owing to a defect having developed in the line of shafting of the port engine the Reports of this vessel will be delayed until the month of May.

I beg to make a report of the particulars respecting this case which are as follows:...

On 27-4-23. I examined the port line of shafting from screw shaft to thrust shaft and found coupling fair & in good alignment with all plummer blocks secured down also thrust

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blocks & gear case hardened down.

On 12-1-23. a preliminary trial of 8 hours duration was carried out, during this trial, which I attended, the machinery and shafting worked satisfactorily.

On 2-2-23. a 24 hour coal consumption trial took place and which I also attended. During this trial it was noticed that the 2^{nd} length of shafting from forward was running out of truth with a considerable movement of the plunger blocks & stools. It was recommended on the trial by the writer, that this length of shafting be removed, placed in lathe to ascertain if bent.

On 6-3-23, the shaft was placed in lathe and found to be bent $\frac{1}{4}$ ". Shaft was straightened and afterwards skimmed up in lathe.

On 27-3-23 shaft placed in position and it was recommended that shafting of port engine be relined up from screw shaft.

On 6-4-23. all shafting was again lined through and submitted for examination.

An account of the new line of shafting it was found that the port engine will have to be lifted bodily about $\frac{1}{4}$ " and moved over to port side to close thrust coupling which is now open $\frac{30}{1000}$ on port side. A recommendation to this effect has been made and the work is now being carried out.

It has now come to notice that this length of shafting, when being discharged from a cargo steamer at this port, was dropped from the sling for the distance of about 3 feet and the matter was not reported to the management of either the Ship or Engine Builders or myself.

I am, Dear Sir,
Yours faithfully,
H. Y. Bell.



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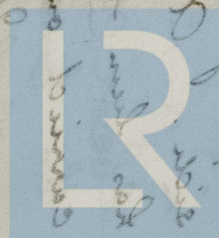
Lloyd's Register
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Referred to the Chief Engineer Surveyor.

12 APR 1923

Submitted War to Baron Surveyors
be advised accordingly. Cms 12.4.23



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