

each of $4 \times 2\frac{1}{2}$ also each cut from a plate.

Then two bolt clamps were made for the neck of the conical shaft each 6×4 inches and each fitted with a bolt of 3 inches. This clamps were fitted after refitting the conical ~~part~~ shaft on board and were wearing against the bolts of the small flange, so no slackening was possible by removing of the clamps in the direction of the small flange.

All this work was carried out so satisfactorily and no better work could be made of it as also the clamps were not forged, but burnt out and afterwards lashed from one piece of iron.

In my opinion still a special weak place remained in the conical ~~part~~ shaft and that is from the hindmost clamp to the small and hindmost flange, which part still is cracked and therefore, in my opinion, it was preferable to reduce the top speed of the vessel from 70 to 70 revolutions making only a delay of the arrival in Gull of about 3 days, while the risk of a break down in the Indian Ocean is to be calculated by ten thousands of pounds.

On account of your wire I left the speed to the discretion of the captain.