

LUCHTPOST  
PAPIER

L. BUISKOOL.

Batavia 14 of June 1933.

-Dit papier weegt met  
bijbehorend omslag 5 gram.

LOYD'S REGISTER  
RECEIVED

22 JUN 1933

To the SECRETARY  
of Lloyd's Register of Shipping.

71 Fenchurchstreet.

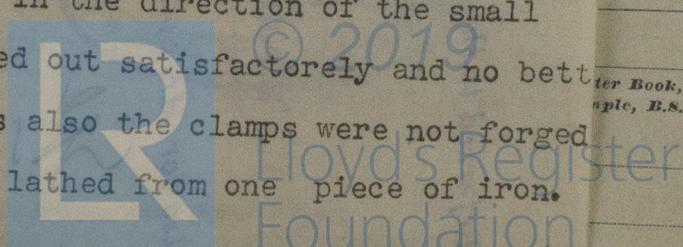
LONDON. E.C.3.

RETAIL

Dear Sir,

Herefollowing I hand you the writing of my report  
No. 1125 concerning the British steel screw steamer " CLAN  
MACNAB ", 6117 tons gross of Glasgow, dated 12 June 1933.

Ship came in port for bunkers on the 7th of June 1933  
and at about 9 o'clock in the evening I was called on board on  
account of conical intermediate shaft( hollow ) between turbine  
and tunnel shaft being cracked. No material was obtainable for  
renewal. Autogenical welding was suggested, but rejected by your  
wire, on account of the crack being in the shaft line. After dis-  
connecting the part, the crack was stated to run from the neck  
of the small flange to the bolt hole of the big flange. just on  
top of the keyhole. Then one shrink ring ~~was~~ 3x3 inches, cut from  
a plate, was fitted on the big flange, being there no space for a  
thicker one. Then two thrink rings were fitted on the small flange  
each of 4x2 $\frac{1}{2}$ , also each cut from a plate. Then two bolt clamps  
were made for the neck of the conical shaft, each 6x4 inches  
and each fitted with a bolt of three inches. This clamps were fi-  
ttd after refitting the conical shaft on board and were wearing  
against the bolts of the small flange, so no slackening was poss-  
ible by removing of the clamps in the direction of the small  
flange. All this work was carried out satisfactorily and no bett-  
ter work could be made of it, as also the clamps were not forged  
but also burned and afterwards lathed from one piece of iron.



W377-0219

In my opinion still a special weak place remained in the conical 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 topspeed of the vessel from 78 to 70 revolutions making only a delay of three days of the arrival in Hull, while the risk of a break down in the Indian Ocean is to be calculated by thousands of pounds, On account of your wire I left the speed to the discretion of the captain.

Recommendation Ship to remain assessed as in the register subject to the renewal of the conical part of the intermediate shaft, between turbine and tunnel shafting after this voyage to great Britain has been completed.

On account of the value of the case I forward this copy to you by airmail and I am very eager to hear the result of your voyage and also any remarks you might have.

My usual assistant Mr Walhain is on leave to Europe some months and as the gentlemen who will replace him was not in I was assisted by Mr. Ruckert, who also sometimes formerly assisted Mr Meulenhoff in similar cases.

I am, Dear Sir,

Yours faithfully,

Surveyor

Referred to the Chief Engineer Surveyor

*hull*

23 JUN 1932

also for Mr. Spinks to note

*Spk*



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