

COPY LETTER FROM CHIEF ENGINEER (J. WILDE).

"CLAN MACNAB"

BATAVIA

8/6/33.

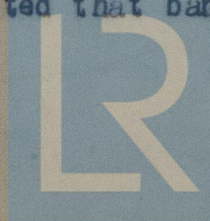
I respectfully wish to report that during the passage between Brisbane and Batavia a heavy consumption of turbine oil was recorded on Friday June 2nd.

On investigation it was found that a heavy leakage of oil was taking place at aft coupling, thinking the trouble was caused by oil leaking through bearing at aft end of main gear wheel and running over flanges M L, (Fig. 11 book of working instructions) turbine was cut out and supply of oil to bearing reduced; being under the impression that aft bearing oil outlet to float tank had become blocked and by this means bearing flooding itself; turbine was coupled again and plates made and fitted to shaft to save as much oil as possible.

On arrival at Batavia aft bearing cover was taken off to inspect bearing, bearing and shaft found to be in good condition, aft coupling which couples turbine and tunnel shaft was then examined and oil was found to be oozing from shaft itself.

On cleaning shaft it was found to be cracked entire length between flanges, on making this discovery Capt. Neill was informed and yard's surveyor sent for.

On arrival of surveyor I suggested that bands be shrunk on



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by letter from C/Ingr. s.s. "CLAN MACNAB", contd.

th flanges and a heavy clamp be made and fitted to shaft between
anges; this suggestion being turned down by surveyor as being
fit.

I wish to state that Lloyd's surveyor was accompanied by the
der-manager of the Dry Dock Company, who also stated that the above
pair would be unfit.

It was then suggested that defective part of shaft be cut
t, and rebuilt by electric welding, my reply to this being that
rinking on bands and clamping of shaft would be the strongest and
fest repair.

Lloyd's surveyor and Dry Dock Manager then returned to the
ore to discuss the repair and said they would return to ship later to
ve their verdict.

On their return to steamer the repair was discussed in Capt.
eill's cabin myself being present. It was stated that unless repair
as carried out by welding no sea-worthy certificate would be given. "



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W377-0232(212)