

COPY LETTER FROM CHIEF ENGINEER (J. WILDE).

"CLAN MACNAB"

BATAVIA

10/6/33.

I wish to report that the defective turbine coupling is very bad fit on end of main shaft, there being practically no bearing surface on taper end of shaft; when nut on end of shaft was being removed the coupling began to work off shaft without assistance; both keys on shaft are slack in place and keys are also slack in coupling, liners will be fitted at sides of keys to remedy this defect and keys will require renewing when new coupling is fitted on steamer's arrival home.

The repair to coupling is now well in hand, a 3 inch band has been shrunk on forward coupling flange and a 4 inch band shrunk on aft coupling flange, 2 clamps 4 inches thick being fitted between flanges, owing to thickness of material required for making clamps 4 inches thick as per your cable.)

Owing to Dry Dock Co. having no material 4 inches thick to extend entire length of shaft between flanges they asked to make 2 clamps this request being granted and I am quite confident that repair will be quite satisfactory for steamer to proceed home at full speed. I trust that steamer will make her departure from this port no later than noon Monday June 12th.

Please find enclosed sketch showing taper on main shaft also keys. The estimated cost of above repair £500 I consider outrageous.

Lloyd's Register
Foundation

W377-0233