

COPY.

CURACAO.

1st September, 1933.

And

687. "PECTEN". As recommended.

The Committee have had your report before them today and have noted with interest the particulars of the temporary repairs which were effected to the crankshaft of this vessel and are glad to find that she has arrived at Newcastle, and from information received this morning the crankshaft in question has been renewed.

With regard to the point which you have raised in your letter of the 31st July on the subject of the Owners' proposal to electrically weld the fracture, I have to say that your action in this case in resisting this proposal was in order. In this connexion I think it well to refer you to the "Instructions to Surveyors", which point out that welding repairs to shafting are not permitted by the Committee, and



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welding cracked and the pins and journals became slack in

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Curacao. on to enable - 2 - proceed on her way (1.9.33)
to the United Kingdom.

The Surveyor recommends that the vessel proceed
at reduced speed (approx. 65 revs.) to the United Kingdom.

you should of course be guided by these instructions in
dealing with all such cases. I may perhaps add that some years ago permission was given
to weld the ends of crank journals and crank pins, but this
is quite a different matter from welding a crank web which
is cracked for the full depth to the pin.

The practice of welding the ends of journals and pins has
been abandoned, as it was found that the welding cracked
and the pins and journals became slack in the webs.

to weld the cracked crank web and pointed out that the
ends of the journals and crank pins were already welded
to the webs to the exclusion of the crank webs.

It is submitted the Surveyor be advised that
he should be guided by the 'Instructions to Surveyors'
which point out that welding repairs to crank webs are
not permitted by the Committee, and his action in this
case in resisting the proposed welding of the crank web
was quite in order.

Some years ago permission was given to weld the
ends of crank journals and crank pins, but that is quite
a different matter to welding a crank web which is
cracked for the full depth to the pin.

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