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Thursday, 6th June, 1918.

H. J. Alexander,
Wapping,
LONDON.

Sir,

1992年11月15日

Replying to your letter of the 4th instant, enclosing report received from the Secretary to the Admiral Superintendent H.M. Dockyard, Rosyth, dated May 31st, re an accident to the machinery of the above tug, we beg to make the following remarks:-

It appears to us that the damage was caused by water in the medium pressure cylinder, and that the slackness of the piston on the rod was due to this cause, and that this slackness had been gradually increasing for a more or less extended period, owing to the engine having been worked with water in the cylinder.

This gradual slackening would account for the black on the surfaces of the cone, and between the nut and piston. We cannot possibly understand how a piston could be held, by friction, on a rod with a taper of 3 inches to the foot, especially if this taper were slack enough to allow of corrosion of the surfaces.

The contact of the pistons with water in the cylinder would account for the loose fit of the nut on the thread. We cannot agree that the accident was primarily due to defective fitting, and we are afraid that it would be quite useless to make an inspection now that the rod has been refitted.

In accordance with instructions received by telegram direct from Rosyth, we forwarded a rod and piston complete, from a similar engine we have in the shop to the "SUN VII" on the 2nd instant, which we presume has safely arrived.

BEAMS, Forecastle Deck, Angle, Bu b Angle, Plate, Tee Bulb, or Channel.....
Angles on upper edge

Deck. Material and thickness

State: state if whole or part, and if

Letter to Mr. W. H. J. Alexander, London. 6-6-18.

With reference to the last paragraph, it is not the
in merchant work to secure the piston rod nut in any
than was done in the case of the "SUN VII." We have
sets of machinery off the same plans and patterns as
used to in the case of this Tug, the same method of
the piston rod nuts having been employed in every case.
28 sets, nine have been fitted in tugs generally similar
"SUN VII" and have in every case worked satisfactorily.

We must therefore refuse to accept liability for this
which appears to be claimed on the grounds that there
check to the piston rod nut beyond the split pin, and that
a 1/8" clear of the nut, this being the usual practice
class of machinery.

Yours faithfully,

For EARLE'S SHIPBUILDING & ENGINEERING CO., LTD.,

Asst. Manager.



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Lloyd's Register
Foundation

145
1485-0144(2)2

Deck, Material and thickness

Angles on upper
Spacing
BEAMS, Forecastle Deck, Angle, Bulb Angle,
Plate, Tee Bulb, or Channel