

COPY.

# Lloyd's Register of Shipping.



Port Balboa, Canal Zone,

15th November, 1945.

NO. 2284

SS "R. G. STEWART"

**This is to Certify** that

C. R. MAPLESTONE

the undersigned Surveyor to this Society did at the request of

Messrs. Payne & Wardlaw, Lloyd's Agents at Balboa, Canal Zone, and with the consent of the master, attend on board the steel screw tanker "R. G. STEWART" 9299 gross registered tons of Wilmington, Del., on Tuesday the 30th day of October 1945 and on various subsequent dates, whilst lying afloat in light condition in Balboa Harbour, C. Z., for the purpose of carrying out an examination with a view to ascertaining nature and extent of damage stated to have been caused by the loss of one propeller blade on Thursday the 18th day of October 1945 during voyage from Pearl Harbour to Balboa, Canal Zone.

According to the log books: At 0.33 hours on 18th October 1945 a heavy concussion was felt throughout the ship, followed by heavy vibration. Speed was reduced to 52 R. P. M., and gradually increased to 62 R. P. M., when vibration decreased.

Vessel arrived at Balboa on the 27th day of October, and was berthed at dock 8 for commencement of repairs on the 29th day of October 1945.

For further particulars see log books and report as follows:-

UPON EXAMINATION FOUND:

On built up four blade propeller:  
One bronze blade missing in its entirety. One blade slightly buckled on leading edge.  
One blade slightly bent at tip.  
All seven steel securing studs for missing blade, broken. Seven bronze nuts missing.

Shaft true, and no apparent damage to taper.

Wear down of stern bush .220".

RECOMMENDED:

Owners spare used bronze propeller blade to be fitted.  
Two blades to be heated and faired in place. Securing studs on all three original blades to be hammer tested and re-cemented. Seven steel studs and seven bronze nuts to be renewed.

Propeller to be backed off for examination of screw shaft taper.

Screw shaft to be checked for truth, with dial indicator.

(Cont'd).

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



UPON EXAMINATION FOUND

RECOMMENDED:

Outboard end of screw shaft liner .002" slack for 14" of circumference on ahead side of key, to a maximum depth of .375".

Contra casting on stern post, loose. Fitting strips and liners in way of above, worn.

Outboard end of liner to be caulked in way of slack portion. Plummer block bearing to be examined and realigned as necessary.

Contra casting to be resecured, fitting strips to be built up with electric welding, and one liner renewed.

NOTE: Owners seven spare blade studs, and five spare bronze nuts have now been fitted. Two bronze nuts in addition to the above, were manufactured locally. Seven steel studs to replace above spares have been made from tested material. No attempt has been made to fair the two slightly buckled propeller blades.

All recommendations with exceptions as mentioned above, were completed to my satisfaction by P. M., on Saturday the 10th day of November 1945.

CR Mapleton  
Surveyor to  
LLOYD'S REGISTER OF SHIPPING.



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