

It is submitted that the Newport News Surveyor be informed that the method of jointing liners ^{adopted in this instance} is not considered to be so satisfactory as by burning and although it will not be objected to in this case seeing that it has been approved by the Owners, it should not be repeated in future.

Extended experience shews that with any form of lapped joint in which the parts are not made with metallic continuity by "burning" or "fusing", water finds its way through the joint and sets up galvanic action on the shaft.

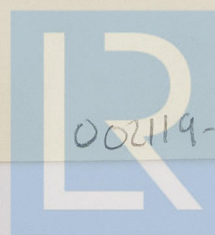
If the rule requirement of size of shaft with continuous liners is taken advantage of, the preferable method is to make the liner in one continuous length. This is found to present little difficulty in the shop where proper precautions are taken. If, however, the liners are not made in one piece it is essential that the separate pieces should be fused together to obtain direct metallic continuity. Otherwise the method can only be recognized as being equivalent to having separate liners fitted and at the first survey it will be required to have the joints opened out to examine the condition of the shafts in their vicinity.

A copy of the letter re fitting of continuous liners sent to the Nantes Surveyor might with advantage be sent to the Newport News Surveyor for his information.

D.R.R.
31.8.09.

J.M.

*Ln: - 3/9/09
(Copy to New York)*



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