

W667-0020 1/2

LLOYD'S REGISTER OF SHIPPING

MEIKAI BUILDING

No. 32, AKASHI MACHI,

GRAMS: "REGISTER," KOBE.
PHONE: 2530 SANNOMIYA

KOBE, June 4th, 1923

LLOYD'S REGISTER,
LONDON.

The Secretary,
London.

REC'D 6 JUL 1923

ANS'D 12

Dear Sir,

Classification letter 'S' of 13th March 1923.

re S/S "HORAISAN MARU", Kobe Report No. 3805.

With reference to the Tail Shaft, it is noted from your letter that the joint of the liner, if made, should be "burned" as required by the rules.

In the circumstances, I have discussed this matter with the Engineers at the Mitsui Dockyard, Tama, who would carry out the repairs to the Tail Shaft of this vessel. The engineers at this Dockyard and also at the "Kobe Steel Works", Kobe, with whom I have also discussed this process, consider the process of "burning" the joint of a tail shaft liner very difficult.

In order to satisfy myself as to the experience of the workmen in performing this process, a tail shaft ^{from S.S. NISOMARU.} recently discarded was veed out at a joint about 6'-0" from the aft end of the shaft and an attempt was made at the Mitsui Dockyard to "burn" or "bronze" the joint.

The Tail Shaft was laid on blocks in the shop and brazing of the vee in the liner or sleeve was commenced, when half way found the circumference had been brazed, the opposite side, it was

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stated by the Engineer in charge, began to crack on account of the contraction of the brazing.

When the undersigned saw the shaft on the following day, the brazing had cracked open about 1/16" and it was noticed that the aft end of the liner had been forced aft about the same amount. A photograph of joint is enclosed herewith.

It would seem, therefore, that the "brazing" cannot stand the shrinkage stresses which it is subjected to when cooling and that as far as Kobe District is concerned, this process cannot be considered satisfactory nor reliable.

In view of this and with particular reference to the Tail Shaft of the S/S "Horausan Maru" the only satisfactory repair will be the complete renewal of the liner, and this recommendation has been made to the Superintendent, Mr. Fukuhara.

This vessel is expected to return to this port for Annual Survey in a short time. The Tail Shaft will then be taken ashore for repair and the Spare shaft fitted as the working shaft.

As regards the process of "Burning" we shall be glad to have any information you can give, should the process be attempted at any future time.

I am, Dear Sir,

Yours faithfully,

Enclosure: Photograph

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Foundation

W667-0020 1/2

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Referred to the Chief Engineer Surveyor.

Also for Mr. S. A. Hill to note.

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