



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

/D.

Collingwood Buildings, Newcastle-on-Tyne, 1

Telegrams: "Register, Newcastle"

Telephone: 21391 (3 Lines)

Reference

RECEIVED

9th May, 1955.

The Secretary,
London.

11 MAY 1955

Ans'd.....

Dear Sir,

s.s. "QUEENWORTH".

With a view to keeping you advised of the latest position of the boilers of the above vessel, we herewith give brief details and decisions after a very thorough examination on Friday 6th instant.

There seems no doubt that about two thirds of the back circumferential seam is affected by caustic embrittlement mostly in the water space.

To date we have established no sign of trouble in the starboard butt strap - from which both straps have been removed. ~~Odd~~ rivets (eight) have been removed from the front end (hand riveted seam) plate seam and no trouble found.

In view of the extensive repair needed to the back circumferential seam and the very limited space in which work would have to be carried out if done in place, it has been decided to remove the starboard boiler from the vessel.

It has been suggested that satisfactory repairs might be achieved by cropping back part of the back shell seam and extending (by means of part new flanges) the back end plate - alternatively a complete new back plate with deeper flanges be fitted after cropping back the whole of the shell seam. Very definitely this ~~could~~ be a better job if done in the boiler shop.

Meantime our efforts at further checking will continue.

Should further evidence of caustic embrittlement be found it would be very doubtful whether repairs to this boiler would be worth considering.

Cont'd...
Lloyd's Register
Foundation

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*Noted.
for information*
R. J. [Signature]
17/5/55
W/S NWC 15/4/58
Frank [Signature]



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The Secretary,
London.

9th May, 1955.

We are also concentrating on our examination
of the other boiler.

We are, Dear Sir,
Yours faithfully,
THE SURVEYORS,

per:

John L. L. L. L.



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