

2 Encls

Reference S.

LLLOYD'S REGISTER,  
LONDON.

RECD 6 DEC. 92

ANSR

Lloyd's Register of British  
and Foreign Shipping.

Belfast

Decr 5<sup>th</sup> 1892

The Secretary  
Lloyd's Register of Shipping  
London.

Sir,

I beg to acknowledge the receipt  
of your letter of the 2<sup>nd</sup> inst. respecting the  
steamer "Massachusetts", together with the  
New York and London reports, and also  
one of the rivets removed from the vessel.

With reference to the remarks concerning  
the rivet, I beg most respectfully to say  
that I fear there has been some mistake.

I have examined the rivet carefully;  
and it appears to me to have conformed  
with the hole, and also to have filled it,  
as evidenced by the shoulder, and the flat  
part of the head - which was originally  
round -



*Referred to the Chief Surveyor.*

*afa*

6/12/92

*Also for Mr. Hill to note.*



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Lloyd's Register  
Foundation



is a proof of its having been well laid up for this particular kind of rivet, the accompanying sketch will prove this more clearly, where A shows an inch plug-headed rivet simply inserted in the hole cold, and B shows the rivet sent here as it was in the "Massachusetts".

For better comparison I return the rivet sent, accompanied by a new inch plugheaded rivet by parcel post.

I would observe with regard to these plug headed rivets, that they were first introduced by Messrs Harland & Wolff while building the Classed steamers "Cupic" and "Runic", solely for the reason that they were considered better adapted to meet the irregular sizes of the slight dovetail formed by the different dies in punching. A great deal of trouble was experienced at first in getting satisfactory workmanship, because the men did not like them, they required greater care in heating



and closing; this difficulty however was gradually overcome and very good workmanship resulted; it has since been observed however that these plugheaded rivets are more readily disturbed when vessels come rather heavily in contact with quay walls or any other hard substance; it is therefore thought by the Builders that the "Massachusetts" must have come into contact with something sufficient to account for the rivets having started, although not sufficiently heavy to leave any permanent impression on the plating.

For the above reason plug headed rivets are not used now - excepting in way of the inner bottom.

The New York and London reports are herewith returned.

I am  
Sir

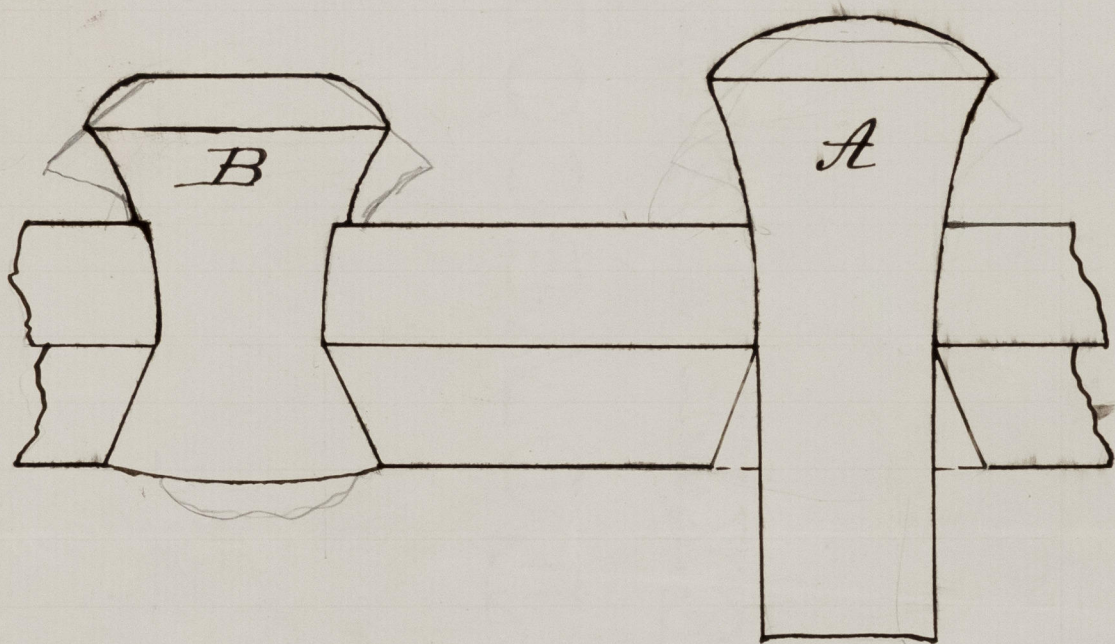
Your obedient servant  
James Turpin

P. M. D.



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Belfast  
Dec<sup>r</sup> 5<sup>th</sup> 1892.



- A.- 1 inch plug headed rivet simply  
inserted cold in the rivet hole
- B.- Rivet taken from the "Massachusetts"  
as it actually was in the vessel.

James T. Lippin