

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs. No. in Reg. Book 18276

Engine No.

It is submitted The Surveyors be informed that the sketch ref. No. 51/4154 showing the proposed method of carrying out the repairs to the centre combustion chamber of the port boiler of the above ship has been examined, from which it is observed that with the exception of the top fore & aft seam it is not possible to weld the combustion chamber seams from both sides of the plate.

It is considered desirable that wherever practicable such seams should be welded from both sides of the plate & with this object in view it is suggested that consideration might be given to the following proposal viz:-

① The plain & stay tubes in the centre nest be cut out and the furnace be released from the front end plate of the boiler, thus permitting the removal of the combustion chamber tube plate with furnace attached.

② The combustion chamber be completely fabricated outside the boiler with seams welded from both sides of the plates.

③ The completed combustion chamber with furnace attached be placed in the boiler & the furnace passed

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plan. through the front end plate sufficiently

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copy. to permit of the inner weld of the back closing plate being made.

Shipbuilders: Messrs.

SS "Martin Carl"

Yard No.

Engineers: Messrs.

Engine No.



It is submitted If however the owners of the ship insist on the retention of the combustion chamber tube plate ^{in position} then no exception would be taken to the proposal as shown on the sketch provided the scantlings of the combustion chamber be as required by the Rules, the welding be carried out to the Surveyors satisfaction with approved electrodes, steps be taken to ensure that the weld metal penetrates the full thickness of the plating and on completion of the repair the boiler be tested by hydraulic pressure & found tight & sound.

✱ (4) The combustion chamber & furnace can then be correctly positioned for the fitting & welding of the c.c. stays, riveting of furnace mouth & fitting of tubes.

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