



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

were found in very good order with the exception of the lower landings of each of the two main boilers on the furnaces back tube plates. These back tube^{plate} landings — as in the sister vessel "Herzog" — were found cracked in way of the rivet holes, and the plates between the rivets and the lower rows of tubes are somewhat bulged, more especially in the after star furnace of Port main boiler.

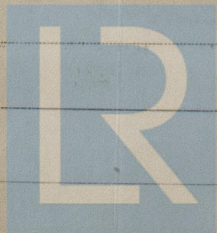
These landings have been repaired by the oxy-acety process, and re-riveted to the furnaces, and two extra bar stays have been fitted in way of the deformations in each back tube plate, also several stay tubes renewed.

The two main boilers were tested by hydraulic to 280 lbs per sq. in completion of the repairs, and six Port wing screw stays in Port boiler which broke during the testing were renewed.

While the general condition of these boilers is very good, having regard to the above mentioned local deformation of the back tube plates, it was considered advisable to reduce the steam pressure from 215 lbs to 200 lbs per sq. in.

With regard to the propeller shafts, which were not drawn in for examination, the visible parts were found satisfactory, and as the chaineter is over the Rule requirements, it is respectfully recommended that — as in the case of the sister vessel "Herzog" — the owners request to defer the drawing of them in until May 1913, be granted.

(See note on Secretaries' Classing Letter 21st May 1912.)



© 2021

Lloyd's Register
Foundation