

additional single-ended main boiler marked
has been satisfactorily fitted between.

Nº 3386
LLOYDS TEST
395 LBS
W.P. 230 Lb
25.6.39 J.E.M.

(ex "Sultan Star")

This boiler has been examined internally & externally with its safety valves, doors and mountings and placed in good order. Minor repairs effected.

All steam pipes in boiler space & main steam pipes to engine removed; steam pipes re-arranged, those refitted and new & altered pipes examined under hydraulic pressure after annealing & all examined after assembling & found satisfactory.

Feed pipes re-arranged, new & altered pipes examined under hydraulic pressure.

The isolated oil fuel pump room has been cut away & removed & oil fuel unit removed ashore. A new oil fuel unit has been satisfactorily fitted in boiler room and the O.T. pipes & fittings altered or renewed have been tested in accordance with rule requirements.

All main boilers & steam pipes examined under steam and safety valves adjusted as above, easing gear satisfactorily fitted to all safety valves.

Press Boiler repairs & addition.

The 2 port Hartman Press boilers removed ashore, end plate & internal drum removed. The rivets & one end of shell plating were found to be wasted; shell plate cracked & part renewed & all rivets renewed. On completion of the repairs these boilers were examined under 100 lb hydraulic pressure & found satisfactory for W.P. of 50 lb. (See London letter "C." 17/8/34).

One of these boilers has been refitted on board this vessel, & the other has been installed in the "Southern Compress"; a Hartman Press boiler 6'6" dia. with new shell, tested to 100 lb hydraulic pressure for a W.P. of 50 lb in accordance with approved plans & London letters, and end plates modified to suit a new cutter filler, pad at end plates welded on the outside as indicated on plan, has been fitted to this vessel. The cutter filler was not satisfactory under test, and has not been fitted (see letter), the filler end of this boiler has been blanked off with a strong steel plate & the boiler refitted for use as before.

5 vertical press boilers have been removed and 2 new horizontal press boilers (with internal rotary drum) & 2 new separators built by Kvaerner Buss, Oslo, marked ^{LLOYDS TEST} 160 LBS ^{W.P. 50 Lb} have been satisfactorily fitted at this time. (Copies of certificates not yet received at this office)

A new separator built by Hartmann, Stettin, and marked ^{Nº 633B} ^{LLOYDS TEST} 120 LBS ^{W.P. 50 Lb} has been fitted at this time to work in conjunction with the Hartman P. boilers. (Copies of certificates & plans returned herewith).

Position of some boilers changed, satisfactorily refitted.
New steam lines and safety valves for same have been satisfactorily fitted.

On completion of the survey the safety valves in the steam lines to the Hartmann and Kvaerner Press boilers were adjusted to their respective working pressures under steam.

The following sketch shows the position & W.P.s of the press boilers as now fitted.

H. R. Howells.

SOUTHERN
PRINCESS

PRESS BOILERS

57 at 80 LBS WP

5 at 50 LBS WP

2 at 45 LBS WP

(including separators)

