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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

ENCLOSURES.

Your Ref: SRG/C.1684.

21st December, 1938.

Dear Sirs,

Messrs. Swan, Hunter & Wigham Richardson, Ltd.
Engine No.1606 - Yard No.1567.

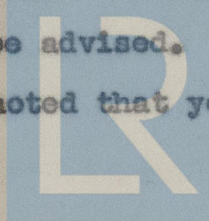
E.

I duly received your letter of the 16th instant, with enclosures, in further reference to the La Mont Waste Heat Boiler proposed for the above vessel, and your remarks have been carefully noted.

In reply I have to inform you that the plans of headers (Nos. C.1684/6 & 7), together with the amended plan No. C.1684/3 of arrangement of coil element having tubes 12 gauge thick, will be approved for a working pressure of 120 lb. per sq. inch, provided the welding be carried out to the satisfaction of the Society's Surveyors and the material be tested in the presence of the Society's Surveyors as required by the Rules, it being concluded that the headers will be made of steel of Open Hearth quality. I shall be glad if you will state where these headers are being manufactured, in order that the Surveyors concerned may be advised.

It is noted that you desire to use tubes

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taken from stock for forming a number of the elements, and in this connexion I may say that the test results, as shown on the copies of the Tube Makers' Certificates, are such as could be accepted. In the circumstances, no objection will be taken to your proposal, provided satisfactory check tests be carried out in the presence of the Society's Surveyors and confirmation be obtained to the effect that the material of the tubes was made by the Open Hearth process.

I have also to acknowledge the receipt of your communication of the 17th instant, forwarding Plan No.10601, in triplicate, of safety valve proposed for this boiler. This plan has been examined, but it is regretted that the design cannot be accepted, and in this connexion I should explain that the following conditions require to be complied with:-

- (1). The spring to be enclosed in a suitable casing.
- (2). The nut for adjusting the spring load to be enclosed so that the valve cannot be overloaded when steam is up.
- (3). The guide for the valve spindle to have ample clearance to prevent seizure and to be as short as practicable.
- (4). Raising gear to be fitted so that the valve can be lifted from its seat. The gear to be workable from some accessible place free from steam danger.

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- (5). The safety valve chest to be provided with an open ended drain.
- (6). Provision to be made for turning the valve in its seat by hand when steam is up.

One copy each of Plans Nos. C.1684/6 & 7 and C.1684/3 are returned herewith, together with the three copies of Plan No.10601, and I have to thank you for furnishing additional copies of Plans Nos. G.1081/1, and C.1684/2/4/5.

I am, Dear Sirs,

Yours faithfully,

Secretary.

*Copy London Surveyors
with copies of plans.*

The Ivor Power Specialty Co. Ltd.,
Ivor Works,
KING'S LANGLEY, Herts.



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