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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosures.

14th February, 1938.

Dear Sirs,

E.

Messrs. J.L. Thompson & Sons' Yard No.588.

With reference to your letter of the 8th instant relating to the defect in a Boiler Drum being manufactured at the Works of Messrs. Press & Walzwerk A.G., I have to acquaint you that the Society's Surveyors at Newcastle have forwarded to this Office a copy of a communication they have received from the Boiler Makers, The Wallsend Slipway & Engineering Co., Ltd., on the subject, together with a sketch showing the position of the depressions in the drum. A copy of the Surveyors' letter and a photographic copy of the sketch are enclosed.

It appears from the sketch that the defects are of a localised character not exceeding 5/32" in depth, and you will observe it is suggested that they be removed by grinding. In the circumstances, it is considered that if the nature and position of the defects are as indicated on the plan, this suggestion could be accepted.

If, on the other hand, they are of the extensive character indicated in your letter of the 8th instant, machining

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J.L. Thompson & Sons'
Yard No. 588.

of the interior throughout to 1277 mm. diameter should be adopted, provided the thickness of the drum wall be not less than 2" as shown on the approved plan. This would, of course, necessitate a corresponding amendment to the diameter of the dished ends. Should, however, this not be possible owing to the ends being already dished and machined, the increased machining of the drum interior might be stopped short about 7" from each end in order to leave the requisite diameter at the joint surfaces.

I may add that the removal of the defects by machining is considered preferable to grinding.

I should emphasise, however, that whichever method it is proposed to adopt can only be accepted provided you be fully satisfied and the consent of the Owners be obtained.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,
DUSSELDORF.



Secretary.

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Foundation

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