

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

The Wallsend Slipway & Engineering Co. Ltd., Contract No.932.

Boiler Drum made by Messrs. Press & Walzwerk A.G.  
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Mr. Sullivan, a representative of the Silver Line, called at this Office on the 7th instant with reference to a defect in a boiler drum being manufactured at the Works of Messrs. Press & Walzwerk Akt. Ges., for this Contract.

The Dusseldorf Surveyors were communicated with and asked to state the nature of the defect, and reply that the inside diameter of the drum had been forged somewhat larger than specified, thus leaving surface irregularities when the interior was machined to the intended diameter of 1270 mm. They added, however, that these irregularities covering an area of about 60% / would completely disappear if machining were carried out until the internal diameter increased to 1277 mm. The required wall thickness of the drum would, in this case, be maintained by increasing the outside diameter proportionately, and no material difference to the working strength of the drum would result from the slight increase in diameter.

In a communication received from the Newcastle Surveyors it would appear, however, from a sketch enclosed, that the depressions on the inside of the drum are of a more localised character, and the boiler makers, Messrs. Wallsend Slipway & Engineering Co. Ltd., suggest that they could be smoothed away by grinding to a depth of approximately  $5/32$ ".

IT IS SUBMITTED the Dusseldorf Surveyors be informed with further reference to their letter of the 8th instant, that a communication has been received from the boiler makers, Messrs. Wallsend Slipway & Engineering Co. Ltd., together with a sketch, a photo copy of which should be enclosed. From this it appears that the defects are of a localised character not exceeding  $5/32$ " in depth, and it will be noted it is suggested they be removed by grinding.

It is considered therefore, that if the nature and

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position of the defects are as indicated on this plan, the proposal to remove them by grinding could be accepted.

If, on the other hand, they are of the extensive character stated in the Dusseldorf Surveyors' letter, machining 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 proposal 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.

It should be added that the removal of the defects by machining is considered preferable to grinding.

Further, it must be emphasised that whichever method it is proposed to adopt can only be accepted provided the Surveyors are fully satisfied and that the consent of the Owners has been obtained.

Forward photo copy of plan to Dusseldorf Surveyors, together with copy of Newcastle Surveyors' letter. Advise Newcastle Surveyors as above and forward copy of Dusseldorf Surveyors' letter. Advise Owners.

*J. McA*  
*[Signature]*

*[Signature]* 12th February, 1938.

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