Telephone, Nos 962 & 963. Telegrams, "CONDENSER, DUNDEE."

Codes { LIEBER'S 5 LETTER CODE. A B C 5TH EDITION.

GREIG LTD.,
s, Engineers
makers.
IRALTY
D
ICE LISTS.
H.M. GOVERNMENT.
TO BE ADDRESSED
OMPANY

BRITANNIA WORKS,
EAST DOCK STREET,
DUNDEE.

TBC/EM

7th January, 1921.

rs, Lloyd's Register of Shipping,
71, Fenchurch Street,
London, E.C.



Sirs,

We are in receipt of Classification Certificates for inery of s.s. "Rowanpark" and s.s. "Sunspot", for which we bliged.

We wish, however, to refer to the condition added to Certificate of the s.s. "Rowanpark" concerning leakage in Main Boilers. We may say that this is the first instance r experience where any condition has been laid down and we f opinion that if it was thought necessary to make special ion of anything of this nature, the point should have been icularly brought forward before Boilers left our hands and portunity given to us to put the matter right. We may also that we are of the opinion that we have been unfairly

ed/



Spacing .....
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel.....
Forecastle Deck Stringer Plate, b'dth

d's Register of Shipping. 7.1.21.

ted in this matter and we think you will agree that a Builder
ot very well forward such a certificate to Owners and expect
to be satisfied. The leakage referred to was made good
e Lloyd's Surveyor left this Vessel after the Trial trip and
s asked to satisfy himself that this had been done. The
s in question are machine rivets and are a splendid job, the
being countersunk as in the case of hand rivets but it had
een thought necessary to set up the heads in way of the bottom
ilers. There were not more than two rivets leaking in each
r - in fact on one Boiler our man reported only one leaking,
ery slightly, so slight in fact that, as already stated, they
entirely tight after having been knocked up with the head of
mer, but over and above this, we sent our man to the Tyne to
them properly set up before Vessel left on her first voyage.

We think the fact of these rivets being machine rivets
were absolutely tight during hydraulic tests before leaving
- not even requiring to be set up for this purpose - should
been sufficient guarantee to Lloyd's Surveyor who attended
trip that they were absolutely sound and a good job.

We really think it is most unfortunate that such stress
een put upon such a small matter as this and feel quite sure

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t it is out of the usual practice to go so far as to spoil certificate.

As already stated, we cannot forward this Certificate Owners and accordingly return same herewith with the request t this matter be fully looked in to and reconsidered as we certain some mistake has been made.

Yours faithfully,

FOR COOPER & GREIG LIMITED,

Thos B Cooper

DIRECTOR.

Referred to the Chief Engineer Surveyor.

a.l.

20 Oct 1921

For A. Wood

Referred to Mr. Mayne.