

s.s. "LEADENHALL" now named "TAVRIS"

This vessel was put through Boiler Survey at Newcastle in September, with the exception of the safety valves, which required to be adjusted under steam and which has now been completed at Rotterdam.

In the Newcastle report No. 95523, Mr. Watt, who carried out the survey, states "It was noted that the back plates of the combustion chambers are somewhat bulged and that 12 stay tube ends in Centre C.C. have been Elec. Welded, but these, in my opinion, are efficient meanwhile".

As there appears to be no record in this Office of the welding of these stay tubes and in view of the fact that the tube plates are somewhat bulged, it is difficult to know the condition of the tube ends, for while the leakage may be sealed up it is not possible to assess the holding power of the stay tubes.

Accordingly it is considered that some of the welded stay tubes should be removed for examination of the threads in the tube plate holes.

Before requesting the Owners to do the necessary work, IT IS SUBMITTED Mr. Watt be advised accordingly and asked to state whether he is satisfied that the stay tubes are efficient for 12 months.

Mr. Watt should be further informed it is noted from his report that he states the stay tubes are efficient meanwhile, and it is desired to know why he employed this phraseology, having in mind the fact that his recommendation for the Boiler Survey infers that the boiler is considered satisfactory until the next Boiler Survey, which will not become due until September 1938.

WS25-0081



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Referred to Mr. Dyer

Mr Sladden

(Initial)



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NAME

Chief Engineer

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