



Telephone Wallsend 63181.(5 Lines)

24

Telegraphic & cable address :-

NEPTUNE .NEWCASTLE-ON-TYNE .

NEPTUNE WORKS,  
WALKER,  
NEWCASTLE-ON-TYNE . 6.

27th October 1937.

Wednesday.

SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

Shipbuilders & Engineers,

WALLSEND AND WALKER

London Office: 21, Russell Square, W.C.1.

Our Ref. 7TW/M.

ALL OFFERS ARE SUBJECT TO OUR USUAL STRIKE, ACCIDENT  
AND GUARANTEE CLAUSES, AND TO THE OTHER CONDITIONS  
IN OUR PRINTED FORM OF CONTRACT.

Your Ref.

ENCLOSURE  
No 255  
"JUSTSO"

Messrs. The Surveyors to Lloyds Register,  
Collingwood Buildings,  
Collingwood Street,  
Newcastle-on-Tyne, 1.

Dear Sirs,

Nos.1580 & 1582.

We are in receipt of your letter of the 25th inst.,  
giving further comments on the mixing valves for the steam pipe  
systems on the above ships.

We note that you require these valves to be of the non-  
return type to prevent superheated steam from entering the pipe  
system which supplies saturated steam to the evaporator and other  
units. It appears to us that when steam is flowing through the  
superheater elements, the pressure at the outlet of the latter  
must, in all cases, be less than that in the boiler, and as the  
auxiliary stop valve should be fully open, saturated steam only  
will be present at the entrance to the saturated range referred to  
above.

If the auxiliary stop valve on each boiler was closed,  
we agree that superheated steam may then enter the saturated  
range, but as this condition should never exist in service, we

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Foundation  
Steam

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Messrs. The Surveyors to Lloyds Register.

27 - 10 - 1937.

consider that mixing valves of the non-return type are not necessary, particularly as the feed pump, forced draught fan and other main auxiliaries in the engine room and the auxiliaries on deck all use superheated steam.

However, as you still require us to fit non-return valves in the mixing system, or to make an equivalent provision, we propose to blank off the branches on the auxiliary stop valves which were provided for the mixing valves, and to fit the latter to cast steel distance pieces which will be connected direct to the boiler shells as shewn on the enclosed drawing No.13432.

The mixing valves are of the Turnbull quick closing type, and as delivery of each ship is extremely urgent, there is not sufficient time for us to obtain new valves with straight inlet branches of length suitable for joining the shells of the boilers, and we therefore propose to use the existing valves as shewn on the drawing referred to above.

We shall be glad to receive your approval of this proposal, as soon as possible.

Yours faithfully,

For SWAN, HUNTER, & WIGHAM RICHARDSON, Limited



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