

LLOYD'S REGISTER OF SHIPPING,  
CHESAPEAKE & OHIO RAILROAD TERMINAL BUILDING

NEWPORT NEWS, VA.

May 21st, 1918.

COPY

Mr Robert McQueen, Senior Inspector,  
Newport News, S. & D. D. Co.,  
Newport News, Va.

Dear Sir:-

In accordance with your request regarding our survey  
on the engines under construction for N.Ns. Hull No. 208  
S.S. "H. M. FLAGLER", I have to report to you as follows:-

1st I. P. Cylinder

This casting was examined on March 16th and it was  
requested that defects found in the cylinder feet be cut into  
for further investigation.

On March 18th after investigation the defects were  
found to be in the nature of blow-holes which very much weaken  
the cylinder feet.

After machining the cylinder other blow-holes  
developed in bottom flange of valve chest and elsewhere locally.

We are unable to accept this casting as a sound one,  
and in reporting the vessel for Classification we shall recommend



© 2020

Lloyd's Register  
Foundation

002065-002078-0012 1/2

(2)

a special examination of the cylinder at the First Special Survey in 1922.

The undersigned recommended to you on March 18th to obtain on behalf of the Owner's, a Builder's Guarantee for 5 years for this casting and we see no reason for changing this recommendation.

2nd I. P. Cylinder Liner

This casting was examined after machining and found porous.

Under ordinary conditions we would advise the fitting of a new liner in order to obtain the normal amount of wear.

Under the present emergency conditions however, it seems advisable to fit this liner as a temporary measure and to renew same when the amount of wear renders renewal necessary on account of the evident soft nature of the casting.

Special examination of this liner at the first Special Survey will also be recommended in our report to the Committee, unless the liner has been renewed before that time.

Yours very faithfully,

(signed) John H. Marsden.



© 2020

Lloyd's Register Foundation

ted to both  
ed in Engin  
room bulki  
and  
below  
spigot ana  
of Cen  
nd Des  
ne they  
Mate  
rivetin  
ndth o  
e in she  
No. of s  
Worki  
ont p  
ressur  
Me  
Mat  
stays  
of s  
Dian  
aulic  
rom