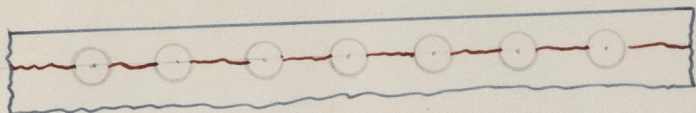
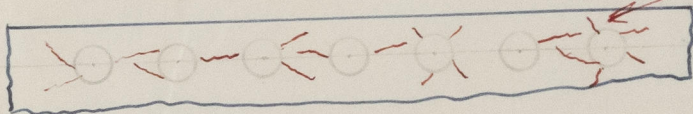


3D. BOILER. S.C.C. Fine cracks were observed on under side back tube flange, running between rivets, and Chief engineer agreed to cut a section out of C.C. Crown plate, thus exposing the seam:



This section of Crown plate cut out, showing under side the crack shown in red was open $\frac{1}{8}$ ". The tube plate flange thus exposed, was not so severely cracked, and cracks were of a much finer nature.

PORT BOILER. P.C.C. A similar section was cut out in this combustion chamber.



These cracks of fine nature.

Again in this instance, the tube plate flange was not so severely cracked.

The above sections of crown plate or wrapper plate, were sent by air to Owners in Amsterdam.

A number of rivets were cut out of various seams of C.C.s. a number of rivet holes showed no cracks, but others showed fine cracks.

(2)

ally, after consultation with Chief Engineer, similar sections were cut out of remaining C.C.s. both in way of back tube plate and back plate seams. Cracks were found in back tube plate sections, but not in those cut from back plate seam.

Rivets were hammer tested in butt straps and circumferential seams, but no rivets were found broken.

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