

S.S. "WAR PIGEON".

It is submitted the Controller General of Merchant Ship-  
building should be informed, in reply to his letter CGMS/T4.31236  
*dated Oct 4 1918*  
that inquiries have been made of the Surveyors concerned.

The Glasgow Surveyors state that no special provision was  
made for securing the H.P. liner in position, it being dependent  
on its fit in the cylinder and on the pressure of the cylinder  
cover on the upper edge of the liner. *for keeping it on place* This method is in accord-  
ance with the approved plan and has been adopted in the case  
of previous vessels of the same class.

In view, however, of the liner having moved in this vessel  
the Engine Makers, Messrs. Harland & Wolff, are now fitting, in  
all subsequent engines, dowel pins in the top end of the liner  
as per the attached print.

With regard to the boilers, the Surveyors state they were  
hydraulically tested to twice the working pressure and found  
to be absolutely tight and satisfactory. The boiler mountings  
were made by Messrs. Steven & Struthers of standard sizes and  
thicknesses except the stop valves and safety valves which  
were made by Messrs. Cockburn Ltd.

The Middlesbrough Surveyors state that on examination of  
the boilers under steam on August 29th and September 2nd 1918  
it was found that a few rivets in the circumferential seams of  
the shell and in the combustion chambers were leaking, also  
that a few screw stays, plain and stay tubes in each combustion  
chamber and the caulking edges in a few places were leaking.  
These defects were made good and the boilers were again examined  
under steam on September 5th, when they were found tight and  
sound. The boiler mountings were also examined and found good.

It is not the practice to fit safety glasses over the water  
gauges of these Standard boilers, as the specification does  
not call for these fittings.

*Ln: - 24/10/18*



*J.P.R.*  
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