

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 dependant on its fit in the cylinder and on the pressure of the cylinder cover on the upper edge of the liner. *for keeping it in place* This method is in accordance 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



JPR
© 2021
22.10.18.

Lloyd's Register
Foundation