

COPY.

Lloyd's Register of Shipping,

High Close, Wiltshire Road,
Wokingham, Berks.

19th March, 1940.

Dear Sirs,

I have to acquaint you the Committee have now had before them the case of the steamer "MONTFERLAND" together with your report No.15894, and that your remarks on the case have been duly noted. In the circumstances the class has been continued subject to the starboard aft boiler not being used again and that the vessel will be eligible for the notation BS.2.40 when the port forward and centre aft boilers have been surveyed.

In connection with this case it is noteworthy that there were no broken or cracked rivets in the shell seams of the starboard aft boiler; the only evidence was some slight leakage from a buttstrap rivet - a matter which in the ordinary course would be looked upon as of little moment since in previous cases of caustic cracking, the first symptom has as a rule been broken rivet points.

It would appear there is an impression abroad that until cracked or broken rivets are encountered, there need be no apprehension regarding the presence of caustic cracking in the plating.

The Society's Reports on the boilers of this vessel do not reveal any defective rivets at any time, but it is possible that there may have been some which have not been brought to your notice, and I shall therefore be glad if you will enquire of the Owners and let me know whether there have been any broken or cracked rivets at any time in the boilers of this vessel.

I am, Dear Sirs,
Yours faithfully,

The Surveyors,
AMSTERDAM.

Clerk to the
Classification Committee.

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