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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

10th January, 1938.

Dear Sirs,

E.

I duly received your letter of the 24th ultimo, with plans advised therein, with further reference to the proposal of Messrs. Imprese Marittime e Industriali, Genoa, to fit to the Main Boilers of the s.s. "ALABAMA" an arrangement whereby the exhaust gases are passed round the shells.

These plans have been examined, and I have to acquaint you that no objection will be taken to the proposal provided the following conditions be complied with:-

- (1). The boiler shells be examined after the removal of the present insulation and found satisfactory.
- (2). The boiler seatings be suitably protected from the action of the hot gases and collision chocks be fitted to your satisfaction.
- (3). Arrangements for the examination of floors, ventilation of space under boilers and arrangement of fire extinguishing pipes be to your satisfaction.
- (4). Provision be made for the ready examination of the boiler mounting stand pipe attachments to the shell.

It is concluded that the wing bunkers described on the plans as "Former bunkers" are now empty spaces, and that the oil fuel connections or the structure of the bunkers are so amended that these spaces cannot be

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used for the storage of oil fuel. I shall be glad, however, to receive confirmation on these points. Further, the ventilation on these spaces should be to your satisfaction.

It is noted from Plan No. 7171 of stand pipes for 60 mm. diameter valves that the pipes are of welded construction, and I shall be glad to learn where and by whom these fittings are being made.

Further, in view of the length of the standpipes and distance pieces for the boiler mountings, it is essential that they be rigid and of robust construction, and, as requested in my communication of the 13th ultimo, I shall be glad if you will ^{forward} details of all standpipes and distance pieces proposed for the main and auxiliary boilers.

I have to add that since this proposal to pass the hot gases round the shell of the boiler is of a novel character, it is considered that in the initial stages of their service the boilers should be examined more frequently than required by the Rules, and you should confer with the Owners and ascertain the service in which the vessel is engaged with a view to arranging a schedule of examinations. As a basis for discussion, it is suggested that the boiler should be examined after one voyage or after 3 months

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service, whichever is the greater, and that a second examination should be made after two voyages or 6 months service.

From the reports received relating to these examinations, a decision would then be made as to whether it would be necessary to institute ^{further} additional inspection or whether the normal procedure required by the Rules should be resumed.

I shall be glad to learn the results of your discussion with the Owners in due course.

The three copies of Plan No.7171 are being retained here, and two sets of the remaining plans are being returned to you under separate cover.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
GENOA.



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