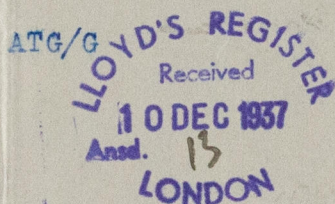


Urgent**Lloyd's Register of Shipping.**

HEAD OFFICE: 71, FENCHURCH STREET, LONDON, E. C. 3.

*g. photo
of photo*

All communications to
be addressed to
THE SURVEYORS.



Port of Genoa (111),

Dia33a Cavour, 35, 7th December, 1937.

Dear Sir,

We beg to forward herewith, for the consideration of the Committee, a free translation of a letter received from Messrs. I.M.I., Genoa, respecting a proposal to fit on the s.s. "ALABAMA" No 19787 in the Reg. Book., a vessel classed with this Society, their arrangement of baffling the gases in the smoke boxes and circulating same around the outside of the boilers before again admitting to the uptakes.

Under separate cover are being forwarded 4 diagramatic sketches, in duplicate, and one photograph of a model showing arrangement as proposed for the s.s. "ALABAMA".

We have been in consultation with the Patentees and beg to forward the following additional particulars which they have now supplied.

This installation was first fitted on the s.s. "ARARUNA" ex "ITAIPU" of the Lloyd National Soc. Anon. de Rio de Janeiro about six years ago, since which time, it is stated, to have performed satisfactorily (the vessel was at that time classed with the Bureau Veritas).

Of the three vessels mentioned in the letter of Messrs. I.M.I. the first named has had the installation fitted for about 8 months the second for about 4 months and the s.s. "TENACE" has only recen-

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tly been converted.

It will be noted that the modification to the boiler smoke boxes were carried out under the supervision of the Surveyors to the Registro Italiano with which Society the three vessels are classed.

In reply to our enquiring it is stated that no inconvenience has been experienced up to the present time.

We have to acquaint you that the temperature of the gases in the smoke boxes when leaving the smoke tubes is stated to be 350° C. and on return to uptake after circulating the outside of the boiler is about 250° C.

It will be noted that the front end plate of the boiler and the mountings are protected from the heat of the gases although we understand no such request was made by the R.I. in the modification aforementioned.

In addition; the Patentees state that the diaphragm is placed at a point which is below water level of the boiler.

A separate Damper is stated to be fitted to each smoke box for the purpose of, if necessary, passing the gases direct to the uptake.

It will be noted that the Feed, check Scum and Blow Down Valves are led through insulated pipes to a position outside the main insulation.

As the vessel is expected to be in Genoa before the end of this month the Owners and Patentees are very anxious to receive a reply as soon as possible.

The Secretary,
LONDON.

We are, Dear Sir,
Yours faithfully,
THE SURVEYORS TO LLOYD'S REGISTER

1 Enclosure.

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Foundation
A. A. Griffith

Referred to the Chief Engineer Surveyor

10 DEC 1937

REQUESTING EARLY REPLY



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