

COPY.

PORTLAND ROADS HOTEL,
PORTLAND HARBOUR,

SEPTEMBER 28th, 1918.

The Chief Assistant (M. & S.)
Department of Chief Technical Adviser,
Room 307,
Ministry of Shipping, S.W.1.

S.S. "WAR PIGEON"

On the 25th instant, I visited the above ship in Portland Harbour, and met on board Mr. Pearson Owner's Representative, Mr. F. M. Jones, representing Lloyds, and Mr. G. H. Allen, of Messrs. Harland & Wolff.

The vessel had put in with deranged machinery, and was found on lifting the High Pressure Cylinder cover that the Liner had revolved a distance of about 17 inches on the circumference, entirely blanking the steam ports. It was decided to lift the liner and put it back into its correct position, and secure it by tap bolts screwed through the walls of the cylinder into the liner. These tap bolts to be secured in position by a check nut fitted on to the walls of the cylinder. It was also decided that at least one dowel should be let in on the joint of the cover, half into the liner and half into the cylinder. The size of the tap bolts fitted are 1½ inch diameter screwed Whitworth thread, and the dowel is one inch diameter, not screwed.

The work was carried out by the ship's engineers and assistants from the Dockyard at Portland, and completed on Friday afternoon, the 27th instant after which the engines were tried under steam in the presence of the above named gentlemen, except Mr. Allen, and was perfectly satisfactory.

I will add to this that the vessel left Portland this morning about eight o'clock. While at Portland I send you three wires, which I beg to confirm :-

"Work complete, satisfactory trial, Seaworthy certificates granted, ready to sail, coming London tomorrow, call Monday. Smart."

"Advisable order new H.P. Liner, present one slack I took responsibility saying when secured by set bolts and dowel, vessel could proceed, understand calling at Falmouth, therefore advised examining there and if alright to proceed on voyage. Arrangement should be made to obviate such defects, Smart"

COPY.

"War Pigeon" Just left vessel with other representatives,
"arranged repairs to be carried out by Dockyard and ships
"Engineers, working day and night, so far as can see
"should complete in 48 hours if no difficulty in drawing
"Liner, stop Liner has revolved in place seventeen inches
"blanking steam ports, will remain here tomorrow, afterwards
"coming London. Please wire if you desire me stop longer.-
"Smart"

It is advisable that a new Liner be obtained and fitted
at some convenient time.

BOILERS Serious defects were pointed out while on board
this vessel. The rivets in the forward circumferential seams
apparently is leaking badly, and will have to have very careful
attention in the near future. An auxiliary feed check valve
on the port boiler also is very poor, and I consider a new cast-
ing should be ordered for this. The mountings generally appear
to be all poor quality, and not very well fitted, as there was
considerable leakage on them all. I find out also that there
are no safety glasses fitted over the water gauge glasses. Is
it your custom to have these?

Sgd. E.F.SMART



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