

Copy.

Portland Roads Hotel,
Portland Harbour.
September 28th, 1918.

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

S.S. "WAR PIGEON".

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

The vessel had put in with deranged machinery, and
found on lifting the High Pressure Cylinder cover that the
had revolved a distance of about 17 inches on the
reference, entirely blanking the steam ports. It was
to lift the liner and put it back into its correct
on, and secure it by tap bolts screwed through the
of the cylinder into the liner. These tap bolts
secured in position by a check nut fitted on to the
of the cylinder. It was also decided that at least
dowel should be let in on the joint of the cover, half
the liner and half into the cylinder. The size of the
nuts fitted are $1\frac{1}{2}$ inch diameter screwed Whitworth thread,
the dowel is one inch diameter, not screwed.

The work was carried out by the ship's engineers
assistants from the Dockyard at Portland, and completed
day afternoon, the 27th instant after which the engines

tried under steam in the presence of the above named
 men, except Mr Allen, and was perfectly satisfactory.

I will add to this that the vessel left Portland
 morning about eight o'clock. While at Portland I sent
 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 aright to proceed on voyage. Arrangement should
 be made to obviate such defects. Smart".

"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, after-
 wards coming London. Please wire if you desire me stop
 longer. Smart".

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

BOILERS. Serious defects were pointed out while
 on this vessel. The rivets in the forward circumfer-
 ence seams apparently is leaking badly, and will have to
 require very careful attention in the near future. An
 auxiliary feed check valve on the port boiler also is very
 defective, and I consider a new casting should be ordered for this.
 Castings generally appear to be all poor quality, and

very well fitted, as there was considerable leakage on
all. I find out also that there are no safety glasses
ed over the water gage glasses. Is it your custom to
these.

Sgd. E.F.Smart.



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