

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  
M. 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  
its 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 dowl, 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, afterwards 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 circumference 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. Mountings 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 used over the water gage glasses. Is it your custom to these.

Sgd. E.F.Smart.



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