

CAH 2470  
&c., of Engin

(Received at London Office)

Port  
First Survey  
nature

of CALCUTTA,

27th. July 1907.

Thomas Wilson Fish

Messieurs Octavius Steel and Company, Agents, survey the MACHINERY of the Steel Screw Steamer "FORTUNATUS" 3425 tons gross, of Melbourne on the 11th. May 1907 and subsequently, while she was placed in -- Kidderpore Graving Dock and afterwards in Lower Union Dry Dock and finally while she was lying afloat in Kidderpore Dock - for the purpose of ascertaining the nature and extent of damage stated to have been sustained through the stranding of the vessel on an uncharted reef off the North Coast of Flores Island, on the 5th. April 1907, while on a voyage from Melbourne to Calcutta via Torres Straits, Java and Singapore.

It would appear that the vessel went aground on the 5th. April and, despite all efforts and every use of her machinery, remained on the reef until the 18th. April 1907, when, with the assistance of the s. s. "TANTALUS" of Amsterdam and making use of her own engine power, she floated.

For particulars see Log Books and Protest.

UPON EXAMINATION - machinery and boilers being opened up and prepared for inspection generally, including the screw shaft drawn and sea cocks and valves exposed, as recommended - found white metal in L.P. crank pin brasses much broken, slack and partly run; in L.P. slide valve at upper end, a crack about ten (10) inches long; wood in stern bush much cut and part of same slack; auxiliary condenser leaky; donkey pumps - comprising two (2) Weir's type, one general service, one fresh water and donkey pump of auxiliary condenser-

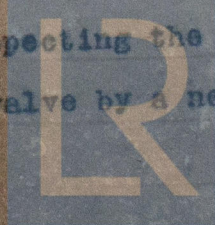
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*W. H. Fish*

Fee, as per account.

NOTE- All the foregoing recommendations have been complied with except that recommendation respecting the re-placement of the temporarily repaired L.P. slide valve by a new valve.



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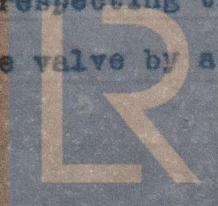
out of order and with parts broken or otherwise damaged; internal surfaces of boilers dirty and coated with considerable scale also mountings of boilers and some joints of steam pipes leaky.

RECOMMENDED that L.P. crank pin brasses be run up with approved anti-friction metal and re-fitted to journal; L.P. slide valve be temporarily patched and afterwards replaced by a new valve to be obtained from the engine-builders - latter being fitted at the first convenient opportunity; stern bush be in great part re-wooded; screw shaft and propeller be re-shipped; stern gland be re-packed; screw shaft be coupled up to tunnel shafting and any damage to bolts made good; sea cocks and valves be cleaned <sup>any damage made good</sup> and put back; auxiliary condenser be made tight - necessitating renewal of a number of tube ferrules; five (5) donkey pumps be overhauled and some parts renewed or repaired, as required to place in good working order; main engines be closed up again and generally made ready for work at sea - working parts being re-adjusted and glands repacked; internal surfaces of boilers be cleaned, mountings repaired and made good, as required, man-hole and mud-hole doors re-jointed and boilers made ready for steaming; and some joints of steam pipes be re-made.

All the foregoing recommendations are made with a view to placing the machinery in the efficient condition it was in before the - - damages in question were sustained.

Fee, as per account.

NOTE- All the foregoing recommendations have been complied with except that recommendation respecting the re-placement of the temporarily repaired L.P. slide valve by a new valve.



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