

Lloyd's Register of Shipping,



Port BRISTOL.

28th October 1927.

This is to Certify that

John W. Gwynne

the undersigned Surveyor to this Society did at the request of Messrs Charles Hill & Sons Ltd., Bristol, attend the S.S. "PORTWAY", 289 tons gross of Bristol, for the purpose of ascertaining the nature and extent of damage stated to have been caused to the machinery.

First by the L.P. junk ring breaking.

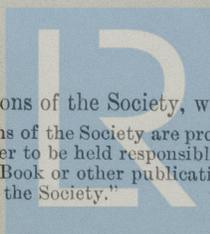
Second by the choking of the hotwell overflow pipe.

Third by the cracking of the condenser the cause of which is not known.

On January 6th, 1927, the vessel being on trial trip :-

<u>Found.</u>	<u>Recommended.</u>
The L.P. cylinder cover burst.	The engine to be opened up entirely.
And subsequently upon further examination :-	
L.P. cylinder cover broken.	To be renewed.
L.P. piston broken	To be renewed.
L.P. piston rod bent.	To be renewed.
L.P. junk ring and piston rings broken.	To be renewed.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:— While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of omission, default, or negligence of the Surveyors, or other Officers or Agents of the Society."



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and further recommended the cylinders to be stripped, all new studs for L.P. cylinder cover, both cylinders to be tested under hydraulic pressure, the crank shaft to be removed and proved in the lathe, the connecting rod to be proved in the lathe, the bed plates, columns and connections to be examined, and all to be again coupled up and tried under full working conditions.

On January 17th, 1927, the vessel being on the second trial trip :-

<u>Found</u>	<u>Recommended</u>
The hotwell discharge pipe bent down and closed and the air pump out of order.	The whole of the air pump, air pump links, air pump crosshead feed and bilge pump rams, air pump levers and rocking shaft to be opened up and stripped for examination.

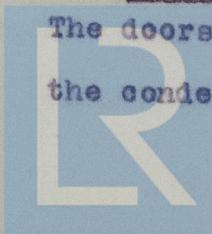
And subsequently upon further examination :-

The air pump rod bent and drawn through the bucket. Air pump bucket broken. Foot valve broken.	To be renewed.
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And further recommended the air pump chamber to be removed and renewed with cover complete, the condenser, columns and connections to be examined, the air pump links, crosshead, feed and bilge pump rams to be proved in the lathe, and the rocking shaft and levers for alignment and all to be again coupled up and tried under full working conditions.

On February 19th, 1927 :-

<u>Found</u>	<u>Recommended</u>
The condenser cracked at the forward end and on the after end on the starboard side.	The doors to be removed and the condenser tested.



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And subsequently upon further examination :-

Found

Recommended

The condenser leaking at both cracks, some tubes leaking and the stays to both doors slack in the tube plates and tube plates leaking.

The condenser casting to be renewed.

All these recommendations being made to put the machinery in the same state of efficiency as before having sustained the various damages.

As a temporary measure the condenser has been repaired by fitting studs at the ends of the cracks, also by fitting soft brass patches over the cracks, and the tubes. Stays, and tube plate made tight.

John. W. Gwynne



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