

OIL ENGINE VESSEL "FORDONIAN".

Mr. Moir, of the Builders' firm, has called at this office and stated that the whole of the spare gear contained in the Second List has been ordered, but it is found that the pistons cannot be delivered promptly. It has been arranged for the other articles of this list which have not already been supplied to be delivered on Monday. He points out that it would be unlikely for the pistons to become damaged, but if any accident does occur to them it will probably affect only the packing rings and these he proposes to supply now.

He also mentions that the recent accident shows that if one of either pattern of connecting rod becomes overheated both will probably be affected.

The Builders propose that in addition to the spare rod of each pattern, which is already supplied, they will supply material and tools for remounting all the connecting rods in the event of the white metal becoming damaged and also provide a spare high pressure cooling coil. These were not included in the suggested list.

It is proposed to make the trial of the Donkey Boiler on Monday next and if this is satisfactory they desire that the case might be put before the Committee with the view of the classification of the vessel being dealt with on Tuesday next.

It is considered that if the gear be supplied as now suggested by the Builders there will be at least as much provision for security against break down as would be provided by the list previously arranged for.

The Main Engines of the vessel have been tested under full power working conditions and have been found to be satisfactory.

It is submitted that if the trial of the Donkey Boiler proves to be satisfactory, in which case the spare gear mentioned in the list No. 3 will not be required, and if the spare gear now proposed is placed on board it should be considered to be



equivalent to that asked for in list No.2 and that the vessel's  
machinery will be eligible for classification and to have  
the record SLMC 5.13.

9.5.13.



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