

OIL ENGINE VESSEL "FORDONIAN".

The Builders state that they have found since the trial that the Donkey Boiler was in an inefficient condition. They have remedied this, and the Engine Room Staff have had a trial which shews that the boiler is ample to perform all the work required of it, including auxiliary air compressor and bilge pumps. They also state that a bilge pipe was defective at the recent trial and that this has been remedied.

They now suggest that another trial should be made and attended by the Society's Surveyors for testing the power of the auxiliaries and suggest that as the Main Engines have been proved to be thoroughly satisfactory when worked by the main compressor this trial need not be at sea but can be made in the James Watt Dock where the vessel is now lying, as the engines can be worked in this Dock at considerably higher power than was obtained during the recent run when working with the auxiliary compressor.

They point out that the spare gear now on board is in excess of that which was agreed upon as necessary for the Canadian Lake Classification and that the additional articles since requested are only required for the run across the Atlantic to the vessel's destination.

It is submitted that as in the previous reports doubts were expressed as to the power of the Boiler, it is desirable that the trial now suggested should be made. Also that for the run across the Atlantic the spare gear previously recommended in the letter to Messrs. Japp & Kirby dated 21st November should be supplied, as well as the additional articles recently recommended.

The Owners and Builders should both be advised as above.

*Lrs: - 2/5/13  
(Copies to G.S. & Bnk)*

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