

W297-0191 1/5

Lloyd's Register of British & Foreign Shipping,

14, Cross-shore Street,

Greenock, 22nd Oct 1912

LLOYDS REGISTER,

LONDON

REC^d 23 OCT 1912

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The Secretary,
London.

Sir,

I have to confirm the receipt of your telegram of this date; "Tordonair. Please report fully tonight on case stands. Committee", and in response to our request beg respectfully to report as follows:-
This vessel left the Clyde on the 28th ult. for Montreal. She called at Moville next day and after landing representatives of the Owners and Builders she proceeded on her voyage. When about 100 miles west of Ireland, the main Compressor Crank pin bushes were allowed to get hot, and the White Metal ran out of them into the Compressor Casing. Up to this time, the Chief Engineer has since reported, everything worked well and had the accident not occurred they would have got over to Montreal without much difficulty. By this accident the main Compressor was put out of action.

action, and it became necessary to use the
 Auxiliary Compressor. This is worked by its own
 engine with steam from the Wrench Boiler, and it
 was designed for use only in working the ship
 in and out of port. With it, the main Engines
 could not be kept running at full speed, and
 as a consequence of the slower speed of the
 Engines the Bilge pumps were unable to keep
 the water down in the Engine Room Bilges.
 From what I can learn the same amount of
 circulating water seems to have been used with
 the Engines running slow as when developing
 their full power.) To overcome the Bilge water
 the Ballast or General Donkey pump had to be
 kept running frequently, and with the Dynamo,
 the Auxiliary Compressor and Donkey pump
 all at work some difficulty was experienced in
 keeping steam on the Wrench Boiler. This trouble
 was accentuated by the fact that all those Engines
 exhaust into the Atmosphere, there being no
 Condenser on board as the ship is intended to
 trade in the fresh water of the Canadian Lakes.
 The fresh water supply having given out through
 the failure or inability of the small feed Donkey to
 draw it from No 2 Tank, it became necessary
 to

to feed the Wm. Boiler from the Sea, and after
 time the density of the water in this Boiler
 became so high that it had to be blown down.
 After this, steam was again raised and in
 due time and after some further trouble the
 vessel arrived under her own power in the Clyde.

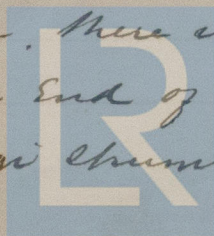
When I visited the vessel here in addition
 to the foregoing information, the Engineer reported
 that one of the Piston Rod Crosshead Bushes had
 been hot, and that there had been a knock
 in the Cylinder particularly that of No 3 Engine as
 if from water. On opening up the Machinery
 the White metal in the main Compressor bushes
 was completely destroyed by overheating; the Cover
 of No 3 Engine was found cracked; the Crack
 running from seat to seat of three of the
 scavenging valves. (From this crack water had
 been leaking into the Cylinder) While the Brasses
 of No 3 Engine Piston Rod Crosshead were found
 slightly scored having evidently been hot.

An examination of all the Cylinders and
 covers has revealed nothing further wrong, and
 the surfaces of the Cylinders and pistons are in
 first class order. A new cover is now being
 fitted, the Crosshead brasses dressed up, and new
 White

white metal fitted in the main Compressor bushes, and the builders inform me that the vessel will be ready to sail by the end of this week.

As already stated this vessel is intended for the Canadian Lake trade, and all the arrangements of the pumps have been designed for this trade under the supervision of the Owners Superintendent Mr Duquid. After the accident happened difficulty was experienced in obtaining good fresh water for the crew. As the Donkey pumps had to be used for the Belgis, and also for pumping fresh water, some Belgi water found its way into the fresh water tanks and contaminated them, and I understand one or two members of the crew were ill in consequence. To prevent a recurrence of this, I have recommended the Owners to fit a line of $1\frac{1}{2}$ dia pipe from the Sanitary Pump (which has no connection to the belgis) to No 2 Tank where the fresh water is carried, and this will avoid the possibility of the fresh water supply becoming tainted.

As you will see from the plan sent with the report on this vessel, there is only a small Belgi well at the after end of the Engine room. Its situation, if the Belgi pumps become choked




renders the cleaning of them a matter of some difficulty, when the ship is pitching and rolling; and I have suggested and the Builders agree, that the Engine room tank which is not in use should be converted into a barge for the voyage over to Montreal at least. I have further recommended that the connections in this tank be connected to the forward Bilge pump. This should, even in the worst of weather obviate the necessity of putting the Donkey pump on the Bilge, save the unnecessary use of steam and keep the Launch Boiler fresh.

The Builders today informed me that all the short shipped Spare Gear is now on board and I have arranged to check it tomorrow. In this connection I have asked that spare White metal or White metal strips be supplied for the Main Compressor bushes, for use should there be a repetition of the accident which caused the vessel to put back.

Respectfully submitting these remarks for the information of the Committee
 I remain Sir Your obedient servant
 Wm. R. Austin.

Referred to the Chief Ship Surveyor
and the Chief Engineer Surveyor.


OCT 23 1912



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s. day.