

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

28 JAN 1931

Date of writing Report

19

When handed in at Local Office

26. 1. 1931 Port of

Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey 16. 9. 30 Last Survey 23-1-1931

(Number of Visits 4)

Tons

Gross 632

Net 277

on the new steel S/S "WALLACE ROSE".

Built at Hardinavell By whom built V/H Van Nliet & Co

Yard No. 213

When built 1930

Engines made at Glasgow

By whom made D & W. Henderson & Co Ltd Engine No. 18F

when made 1930

Boilers made at Glasgow

By whom made D & W. Henderson & Co Ltd Boiler No. 18F

when made 1930

Registered Horse Power

Owners R. Hughes & Co

Port belonging to Liverpool

Horse Power as per Rule

88

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

no

Trade for which Vessel is intended

General cargo - coasting

GINES, &c.—Description of Engines

Triple expansion

Revs. per minute 103

No. of Cylinders 13-21 1/2-35

Length of Stroke 27"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 7.025"

as fitted 7 1/16"

Crank pin dia. 7 1/16"

Crank webs

Mid. length breadth 13 5/8"

shrunk

Thickness parallel to axis 4 1/16"

Mid. length thickness 4 1/16"

Thickness around eye-hole 3 1/8"

Intermediate Shafts, diameter

as per Rule 6.69"

as fitted none

Thrust shaft, diameter at collars

as per Rule 7.025"

as fitted 7 1/16"

Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 7 5/8"

as fitted 7 3/4"

Is the ~~shaft~~ screw shaft fitted with a continuous liner

yes

Liners, thickness in way of bushes

as per Rule 531"

as fitted 9 1/16"

Thickness between bushes

as per Rule 421"

as fitted 7 1/16"

Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

yes

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

If liners are fitted, is the shaft lapped or protected between the liners

-

Is an approved Oil Gland or other appliance fitted at the after

of the tube shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

2'-9"

Propeller, dia. 10'-0"

Pitch 10'-0"

No. of Blades 4

Material

Cast Iron

whether Movable

no

Total Developed Surface 38 sq. feet

Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 13 1/2"

Can one be overhauled while the other is at work

yes

Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 13 1/2"

Can one be overhauled while the other is at work

yes

Pumps, No. and size 1 @ 6"-4"x6"

Pumps connected to the

No. and size

Ballast pumps

How driven

Steam

Main Bilge Line

How driven

Steam

Fast Pumps, No. and size 1 @ 7'-1"x7"

Lubricating Oil Pumps, including Spare Pump, No. and size

Two independent means arranged for circulating water through the

Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps, In Engine and Boiler Room

2 @ 2"

Folds, &c. 2 @ 2 3/4"

Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 3 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size

1 @ 3"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

yes

The Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

yes

All Sea Connections fitted direct on the skin of the ship

yes

Are they fitted with Valves or Cocks

both

They fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

yes

Are the Overboard Discharges above or below the deep water line

above

They each fitted with a Discharge Valve always accessible on the plating of the vessel

yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

yes

Pipes pass through the bunkers

hold suction

How are they protected

under ceiling

Pipes pass through the deep tanks

-

Have they been tested as per Rule

yes

All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

yes

The arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another

yes

Is the Shaft Tunnel watertight

none

Is it fitted with a watertight door

-

worked from

machinery

IN BOILERS, &c.—(Letter for record (3))

Total Heating Surface of Boilers

1615 sq. ft.

Forced Draft fitted

no

No. and Description of Boilers

1 SB

Working Pressure

180

A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

-

APPROVED. Are approved plans forwarded herewith for Shafting

no

Main Boilers

yes

Auxiliary Boilers

-

Donkey Boilers

-

(If not state date of approval)

Superheaters

-

General Pumping Arrangements

indirect

yes

Oil fuel Burning Piping Arrangements

-

PREPARED GEAR. State the articles supplied:—

As per Rules.

The foregoing is a correct description,

FOR DAVID & WM HENDERSON & CO., LTD.

H. G. Patrick

DIRECTOR

Manufacturer.



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Lloyd's Register
Foundation

Dates
of Survey
while
buildingDuring progress of
work in shops --During erection on
board vessel --

Total No. of visits

1930 Sep 16. 23 Oct 2. 3. 6. 10. 13. 14. 16. 21. 22. 24. 25. 27. 28. 29. 30. 31 Nov. 3. 4. 5. 10. 11. 13

14. 17. 18. 19. 20. 24. 26 Dec 1. 2. 3. 8. 10. 11. 14. 20. 24. 25. 29. 30 Jan 2. 9. 12. 14. 16. 23

49

Dates of Examination of principal parts—Cylinders 3-10-30 Slides 28-10-30 Covers 13-10-30

Pistons 13-10-30 Piston Rods 10-11-30 Connecting rods 28-10-30

Crank shaft 21-10-30 Thrust shaft 21-10-30 Intermediate shafts none

Tube shaft 8-12-30 Screw shaft 8-12-30 Propeller 30-10-30

Stern tube 20-12-30 Engine and boiler seatings 19-12-30 Engines holding down bolts 9-1-31

Completion of fitting sea connections 24-12-30

Completion of pumping arrangements 16-1-31 Boilers fixed 9-1-31 Engines tried under steam 23-1-31

Main boiler safety valves adjusted 14-1-31 Thickness of adjusting washers $P\frac{7}{16} \times S\frac{3}{8}$

Crank shaft material steel Identification Mark Lloyd's No. 3780 L.C.D. 21-10-30 Thrust shaft material steel Identification Mark Lloyd's No. 3780 L.C.D. 21-10-30

Intermediate shafts, material none Identification Marks Lloyd's No. 3780 L.C.D. 21-10-30 Tube shaft, material steel Identification Mark Lloyd's No. 3780 L.C.D. 21-10-30

Screw shaft, material steel Identification Mark Lloyd's No. 3780 L.C.D. 21-10-30 Steam Pipes, material steel Test pressure 540 Date of Test 9-1-31

Is an installation fitted for burning oil fuel no Is the flash point of the oil to be used over 150°F. —

Have the requirements of the Rules for the use of oil as fuel been complied with —

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo — If so, have the requirements of the Rules been complied with —

Is this machinery duplicate of a previous case no If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.

The machinery has been constructed under special survey in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good.

It is eligible in my opinion for Classification and the Record + LMC 1, 31.

A.B.
26/1/31.Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute(s).

The amount of Entry Fee ... £ 2 : -

Special ... £ 22 : -

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for,

27 JAN 1931

When received,

11. 2. 1931

S. C. Davis.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 27 JAN 1931

Assigned + L.M.C. 1, 31.

subject to classification
of hull.

FRI. 30 JAN 1931

See Rot. 26. 19950
As now
Without Spl. Cond.
Lloyd's Register
Foundation