

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 JAN 1931

Date of writing Report 26.1.31 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 16.9.30 Last Survey 23-1-1931
 Reg. Book. on the new steel S/S "WALLACE ROSE". (Number of Visits 4.8)
 Built at Hardinwell 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
 Net 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 - 2 1/2 - 35 Length of Stroke 27" No. of Cranks 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.025" Crank pin dia. 7 1/16" Mid. length breadth 13 5/16" Thickness parallel to axis 4 1/16"
 as fitted 7 1/16" Crank webs Mid. length thickness 4 1/16" shrunk Thickness around eye-hole 3 1/8"
 Intermediate Shafts, diameter as per Rule 6.69 Thrust shaft, diameter at collars as per Rule 7.025"
 as fitted none as fitted 7 1/16"
 Shafts, diameter as per Rule 7.52 Is the screw shaft fitted with a continuous liner yes
 as fitted 7 3/4" as fitted 7 3/4"
 Liners, thickness in way of bushes as per Rule 531" Thickness between bushes as per Rule .421" Is the after end of the liner made watertight in the
 as fitted 9/16" as fitted 7/16"
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -
 Is 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 -
 Are 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 bad iron whether Moveable 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 connected to the Main Bilge Line No. and size Ballast pumps
 How driven steam How driven steam
 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"
 Suctions, &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 stowhold 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
 at Pipes pass through the bunkers hold suction How are they protected under ceiling
 at pipes pass through the deep tanks - Have they been tested as per Rule -
 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 aft

IN BOILERS, &c. - (Letter for record (3)) Total Heating Surface of Boilers 1615 sq'
 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? -
 Plans. 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 in machinery space yes Oil fuel Burning Piping Arrangements -
 Spare Gear. State the articles supplied: - As per Rules.

The foregoing is a correct description,
FOR DAVID & WM HENDERSON & CO., LTD.

A. H. Patrick DIRECTOR

Manufacturers.



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Lloyd's Register
Foundation

7112

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

During progress of work in shops -- 14. 17. 18. 19. 20. 24. 26 Dec 1. 2. 5. 8. 10. 11. 14. 20. 24. 25. 29. 30 Jan 8. 9. 12. 14. 16. 23

Dates of Survey while building

During erection on board vessel ---

Total No. of visits 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 7/16 S 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 Tube shaft, material Identification Mark

Screw shaft, material steel Identification Mark Lloyd's No 3780 L.C.D. 8-12-30 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.

26/1/31

The amount of Entry Fee ... £ 2 : - : When applied for, 27 JAN 1931 Special ... £ 22 : - : When received, 11. 2. 1931 Donkey Boiler Fee ... £ : : Travelling Expenses (if any) £ : :

S. Davis. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 27 JAN 1931

Assigned + L.M.C. 131. subject to classification of hull.

FRI. 30 JAN 1931 See Rot. 26. 19950 Lloyd's Register Foundation

The Surveys are requested not to write on or below the space for Committee's Minute.