

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 JUN 1930

Date of writing Report 19 When handed in at Local Office 9. 6. 1930 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 29. 1. 30 Last Survey 7-6-1930
 Reg. Book. on the new steel S/S "ANGLESEA ROSE" (Number of Visits 35)
 Built at Glasgow By whom built D & W Henderson & Co. Ltd. Yard No. 901 When built 1930
 Engines made at Glasgow By whom made D & W. Henderson & Co. Ltd. Engine No. 901 when made 1930
 Boilers made at Glasgow By whom made D & W. Henderson & Co. Ltd. Boiler No. 901 when made 1930
 Registered Horse Power Owners R. Hughes & Co. Port belonging to Liverpool
 Nom. Horse Power as per Rule 173 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 100
 Dia. of Cylinders 17-27-45 Length of Stroke 30 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.959 as fitted 9/8" Crank pin dia. 9/8" Crank webs Mid. length breadth 17/8" Thickness parallel to axis 5 3/4"
 Intermediate Shafts, diameter as per Rule 8.533 as fitted none Thrust shaft, diameter at collars as per Rule 8.959 as fitted 9/8"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 9.493 as fitted 9 3/4" Is the tube shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 585 as fitted 5/8" Thickness between bushes as per Rule 438" as fitted 9/16" Is the after end of the liner made watertight with the propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -
 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 two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no Length of Bearing in Stern Bush next to and supporting propeller 3-3"
 Propeller, dia. 11-6 Pitch 12-9 No. of Blades 4 Material bakelite whether Moveable solid Total Developed Surface 52.96 sq feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3/4" Stroke 16 1/2" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3/4" Stroke 16 1/2" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 1 @ 6-4 x 6 How driven steam Pumps connected to the Main Bilge Line { No. and size Ballast pump How driven steam
 Ballast Pumps, No. and size 1 @ 8-8 1/2 x 8 Lubricating Oil Pumps, including Spare Pump, No. and size -
 Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 @ 2 1/2"
 In Holds, &c. No 2 hold - 2 @ 2 1/2" No 4 hold - 2 @ 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 Are 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
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves
 Are 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
 Are 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
 What Pipes pass through the bunkers none How are they protected -
 What pipes pass through the deep tanks - Have they been tested as per Rule
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 Is 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

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 3304 sq ft
 Is Forced Draft fitted no No. and Description of Boilers 2 SB Working Pressure 180
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? -

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers - Donkey Boilers -
 Superheaters - General Pumping Arrangements with ship report Oil fuel Burning Piping Arrangements -

SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition -
 one cast iron propeller.

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

Manufacturer.
 DIRECTOR.



82202

1930 Jan 29 Feb. 5. 19. 27 Mar 5. 7. 12. 18. 21. 26. 27. 28 Apr 1. 4. 7. 9. 10. 15. 17. 22. 25. 29. 30 May 5. 6. 8. 9. 12. 14. 16. 19. 23 June 7

Dates of Survey while building

During progress of work in shops ---

During erection on board vessel ---

Total No. of visits 35

Dates of Examination of principal parts—Cylinders 10-4-30 Slides 22-4-30 Covers 23-4-30

Pistons 2-4-4-30 Piston Rods 5-5-30 Connecting rods 30-4-30

Crank shaft 8-4-30 Thrust shaft 9-4-30 Intermediate shafts —

Tube shaft — Screw shaft 23-4-30 Propeller 23-4-30

Stern tube 7-4-30 Engine and boiler seatings 24-4-30 Engines holding down bolts 19-5-30

Completion of fitting sea connections 24-4-30

Completion of pumping arrangements 23-5-30 Boilers fixed 19-5-30 Engines tried under steam 7-6-30

Main boiler safety valves adjusted 23-5-30 Thickness of adjusting washers all 3/8"

Crank shaft material J. steel Identification Mark LLOYD'S No 901 8-4-30 L.C.D. Thrust shaft material J. steel Identification Mark LLOYD'S No 683 9-4-30 L.C.D.

Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —

Screw shaft, material J. steel Identification Mark LLOYD'S No 684 23-4-30 L.C.D. Steam Pipes, material steel Test pressure 540 Date of Test 9/16-5

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 no If so, have the requirements of the Rules been complied with —

Is this machinery duplicate of a previous case yes If so, state name of vessel "Prestatyn Rose"

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 + L.M.C. 6.30

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 6.30 C-L.

d.l.
9/6/30

J. Sch Davis
17/6/30

GLASGOW

Certificate to be sent to

The amount of Entry Fee ... £ 3 : :
 Special ... £ 43 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 10 JUN 1930
 When received, 4.7.19.30

J. Sch Davis
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 10 JUN 1930

Assigned + L.M.C. 6.30



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CERTIFICATE WRITTEN