



Lloyd's Register of Shipping,

55, Fawcett Street,

Sunderland, 10th March 1925.

Enclosure.

Reference

Dear Mr Ruck-Keene,

I am in receipt of your letter of the 6th instant having reference to the reports on machinery of the S.S. "TREGONELL" ex "WAR STAG" and the discrepancies in the two reports.

The ship was built by Doxford. The engines were built by D. Rowan & Co, under Lloyd's special survey and ~~and~~ the Boilers were built by Doxford under B.C. survey. The engines and boilers were fitted on board by Doxford but Rowan supplied all the shafting.

The Tunnel shafting, according to records in Doxford's books, was of cast steel and this coincides with the original Glasgow Report 37710. I have been unable to verify the diameter but as $13\frac{1}{2}$ " was the diameter of ingot steel or iron tunnel shafting for standard B. engines I expect cast steel $14\frac{1}{2}$ " would be correct. As to the screw shaft this was also supplied by Rowan, and Doxford have no record of the material, but why the Newcastle report should state it was steel when the Glasgow report - from which port the shaft was supplied - states it was iron I am unable to say, but the Newcastle report as you will see from above is wrong in several items. Incidentally the R.B. 1918-19 and on, is

wrong in giving Doxford as the ~~Engineer~~ ~~Builde~~rs.

In case you should wish to write to Glasgow
regarding material of screw shaft, Rowans Contract No. 723.
The Glasgow and Newcastle reports are returned herewith.

With kind regards,

Yours faithfully,

H.A. Ruck-Keene

H.A. Ruck-Keene Esq.,
LONDON.



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Foundation