

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 12 NOV 1930

Date of writing Report 19 When handed in at Local Office 8 11 1930 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 14-7-30 Last Survey 7-11-1930  
Reg. Book. on the new steel S/S "DENNIS ROSE". (Number of Visits 34)

Built at Glasgow By whom built D & W. Henderson & Co. Ltd Yard No. 907 Tons { Gross 1600  
Net 946  
When built 1930

Engines made at Glasgow By whom made D & W. Henderson & Co. Ltd Engine No. 907 when made 1930

Boilers made at Glasgow By whom made D & W. Henderson & Co. Ltd Boiler No. 907 when made 1930

Registered Horse Power Owners R. Hughes & Co. Port belonging to Liverpool

Nom. Horse Power as per Rule 232 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 100

Dia. of Cylinders 19-31-52 Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 9.98" as fitted 10 1/4" Crank pin dia. 10 1/4" Crank webs Mid. length breadth 19 1/4" Thickness parallel to axis 6 7/16"  
Mid. length thickness 6 7/16" shrunk Thickness around eye-hole 4 1/2"

Intermediate Shafts, diameter as per Rule none as fitted ✓ Thrust shaft, diameter at collars as per Rule 9.98" as fitted 10 1/4"

Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 10.6" as fitted 10 3/4" Is the { tube } shaft fitted with a continuous liner { yes }

Bronze Liners, thickness in way of bushes as per Rule .62" as fitted .625" Thickness between bushes as per Rule .467" as fitted .5" Is the after end of the liner made watertight in 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 3-7"

Propeller, dia. 13-3" Pitch 13-3" No. of Blades 4" Material Cast iron whether Moveable no Total Developed Surface 62 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 1 @ 8-5 1/2 x 8" How driven steam Pumps connected to the Main Bilge Line { No. and size 1 @ 10-10 x 10 (ballast) & 1 @ 8-5 1/2 x 8" How driven steam }

Ballast Pumps, No. and size 1 @ 10-10 x 10" 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. N<sup>o</sup> 2 hold - 2 @ 2 3/4". N<sup>o</sup> 4 hold - 2 @ 2 3/4".

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3 1/2" 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 both

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 hold suction How are they protected under timber boards

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 inchy apr worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4366 sq. ft. ✓

Is Forced Draft fitted no No. and Description of Boilers 2 SB Working Pressure 180 lbs

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 no Main Boilers yes Auxiliary Boilers - Donkey Boilers -  
(If not state date of approval)

Superheaters ✓ General Pumping Arrangements with ship repair 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. Paterson*  
DIRECTOR.



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Lloyd's Register  
Foundation



1930 July 14 Aug 2 4 19 22 23 25 26 28 Sep 4 5 8 9 10 11 16 18 19 22 23 24 Oct  
During progress of work in shops -- 2 3 8 9 10 13 14 15 17 20 22 23 Nov 7  
Dates of Survey while building  
During erection on board vessel --  
Total No. of visits 34

Dates of Examination of principal parts—Cylinders 4-9-30 Slides 24-9-30 Covers 22-8-30  
Pistons 24-9-30 Piston Rods 2-10-30 Connecting rods 10-9-30  
Crank shaft 16-9-30 Thrust shaft 16-9-30 Intermediate shafts none  
Tube shaft — Screw shaft 22-9-30 Propeller 23-9-30  
Stern tube 23-9-30 Engine and boiler seatings 19-9-30 Engines holding down bolts 20-10-30  
Completion of fitting sea connections 19-9-30  
Completion of pumping arrangements 22-10-30 Boilers fixed 22-10-30 Engines tried under steam 7-11-30  
Main boiler safety valves adjusted 23-10-32 Thickness of adjusting washers Port M. P 3/8" S 13/32" Starboard P 1/2" S 3/8"  
Crank shaft material J. Steel Identification Mark LLOYD'S No 8762 L.C.D. 16-9-30 Thrust shaft material J. Steel Identification Mark LLOYD'S No 8762 L.C.D. 16-9-30  
Intermediate shafts, material none Identification Marks Tube shaft, material — Identification Mark —  
Screw shaft, material J. Steel Identification Mark LLOYD'S No 8762 L.C.D. 22-9-30 Steam Pipes, material steel Test pressure 540 Date of Test 20-10-30  
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 "Dowthie Rose" Gl. Rpt. No. 49882

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. 11.30.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 11.30

C-L. done

J. J. 13/11/30.

The amount of Entry Fee ... £ 4 :  
Special ... £ 58 :  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ :

When applied for.

10 NOV 1930

When received.

3.12.30

L. J. Davis.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 NOV 1930

Assigned

+ L.M.C.

11.30.



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