

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 OCT 1930

Date of writing Report 19 When handed in at Local Office 27 10 19 30 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 1 7 30 Last Survey 24-10- 1930  
 Reg. Book. on the new steel S/S "MAURICE ROSE" (Number of Visits 34)  
 Built at Glasgow By whom built D & W. Henderson & Co. Ltd Yard No. 906 Tons { Gross 1600  
 Engines made at Glasgow By whom made D & W Henderson & Co. Ltd Engine No. 906 when made 1930  
 Boilers made at Glasgow By whom made D & W Henderson & Co. Ltd Boiler No. 906 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 1/16"  
 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/screw) 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 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 7/8"  
 Propeller, dia. 13 3/8" Pitch 13 3/8" 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 at 8"-5 1/2" x 8" Pumps connected to the { No. and size 1 @ 10"-10" x 10" (Ballast) and 1 @ 8"-5 1/2" x 8"  
 How driven Steam Main Bilge Line 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. No. 2 hold - 2 @ 2 3/4" No. 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 Mucky app 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  
 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 -  
 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*

Manufacturer.

DIRECTOR.



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Lloyd's Register Foundation

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1930. July 1. 14. Aug 4. 15. 19. 22. 23. 25. 26. 28. 29. Sept. 4. 5. 8. 9. 10. 11. 16. 18. 19. 22. 23. 26. 30.

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

During progress of work in shops - - -  
"MAURICE ROSE"  
W & A

Dates of Examination of principal parts—Cylinders 4-8-30 Slides 10-9-30 Covers 22-8-30

Pistons 4-9-30 Piston Rods 16-9-30 Connecting rods 22-8-30

Crank shaft 28-8-30 Thrust shaft 19-8-30 Intermediate shafts 19-8-30 none

Tube shaft ✓ Screw shaft 19-8-30 Propeller 15-8-30

Stern tube 15-8-30 Engine and boiler seatings 19-9-30 Engines holding down bolts 6-10-30

Completion of fitting sea connections 19-9-30

Completion of pumping arrangements 10-10-30 Boilers fixed 9-10-30 Engines tried under steam 24-10-30

Main boiler safety valves adjusted 9-10-30 Thickness of adjusting washers all 3/8"

Crank shaft material 1. Steel Identification Mark LLOYD'S NO 906 L.C.D. 28-8-30 Thrust shaft material 1. Steel Identification Mark LLOYD'S NO 8762 L.C.D. 19-8-30

Intermediate shafts, material 1. Steel Identification Marks LLOYD'S NO 906 L.C.D. 28-8-30 Tube shaft, material - Identification Mark -

Screw shaft, material 1. Steel Identification Mark LLOYD'S NO 8762 L.C.D. 19-8-30 Steam Pipes, material Steel Test pressure 540 Date of Test 6-10-30

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 Dorothy Rose. G.R.P. No 49882

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

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 10, 30.

ab  
27/10/30

It is submitted that this vessel is eligible for THE RECORD + LMC 10-30 C-L.

J. S. Davis  
30/10/30

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

When applied for, 27.10.30  
When received, 13.11.30

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

Committee's Minute GLASGOW 28 OCT 1930

Assigned + LMC 10, 30.

CERTIFICATE WRITTEN.



Certificate to be sent to Glasgow

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

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