

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 30

Port of

Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

1 7 30

Last Survey

24-10-

1930

on the new steel

S/S "MAURICE ROSE".

(Number of Visits 34)

Gross 1600

Net 946

When built 1930

Built at

Glasgow

By whom built

D & W Henderson & Co. Ltd

Yard No. 906

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"

Mid. length thickness 6 7/8"

Thickness parallel to axis 6 1/16"

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

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft

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

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

Feed Pumps

No. and size 1 at 8"-5 1/2"x8"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

1 @ 10"-10x10 (Ballast) and 1 @ 8"-5 1/2"x8"

Ballast Pumps, No. and size

1 @ 10"-10x10"

How driven

Steam

Lubricating Oil Pumps, including Spare Pump, No. and size

1 @ 10"-10x10"

How driven

Steam

Are two independent means arranged for circulating water through the Oil Cooler

yes

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

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

Are all Sea Connections fitted direct on the skin of the ship

yes

Are they fitted with Valves or Cocks

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

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

What Pipes pass through the bunkers

hold suctions

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

Is the Shaft Tunnel watertight

no

Is it fitted with a watertight door

Is it worked from

—

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

4366

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 reports

Oil fuel Burning Piping Arrangements

—

—

SPARE GEAR.

State the articles supplied:—

As per Rules

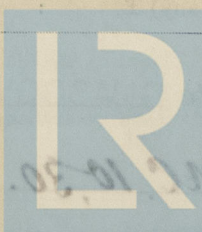
The foregoing is a correct description,

For DAVID & WM HENDERSON & CO., LTD.

J. H. Paterson

Manufacturer.

DIRECTOR.



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Lloyd's Register
Foundation

003808 - 003815 - 0054

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.
During progress of work in shops -- *Wagon* *2. 3. 6. 7. 9. 10. 13. 14. 23. 24.*

Dates of Survey while building *01-12*
During erection on board vessel -- *"MAURICE ROSE"*

Total No. of visits *20 3 4*

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* 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 *Steel* Identification Mark *LLOYDS NO 8762 L.C.D. 28-8-30* Thrust shaft material *Steel* Identification Mark *LLOYDS NO 8762 L.C.D. 19-8-30*

Intermediate shafts, material *Steel* Identification Marks *LLOYDS NO 8762 L.C.D. 19-8-30* Tube shaft, material *Steel* Identification Mark *---*

Screw shaft, material *Steel* Identification Mark *LLOYDS 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.

It is submitted that this vessel is eligible for THE RECORD + LMC 10.30 C-L.

27/10/30.

30/10/30.

27/10/30.

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*

Committee's Minute *GLASGOW 28 OCT 1930*
Assigned *+ LMC 10.30.*

CERTIFICATE WRITTEN.