

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 SEP 1930

Date of writing Report 19 When handed in at Local Office 15.9.1930 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 28.1.30 Last Survey 11-9-1930  
 Reg. Book. on the new steel S/S "MELMAY" (Number of Visits 68)  
 Built at Greenock By whom built Greenock Dockyard Co Yard No. 419 When built 1930  
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 932 when made 1930  
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 932 when made 1930  
 Registered Horse Power 200 Owners The Melmay Shipping Co. Ltd Port belonging to Glasgow  
 Nom. Horse Power as per Rule 604 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended

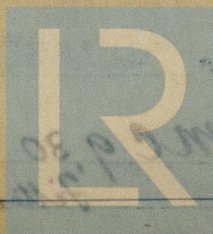
Engines, &c.—Description of Engines Quadruple expansion Revs. per minute 88  
 Dia. of Cylinders 24"-35"-51"-73" Length of Stroke 51" No. of Cylinders 4 No. of Cranks 4  
 Crank shaft, dia. of journals as per Rule 14.296 Crank pin dia. 15" Crank webs Mid. length breadth 23" Thickness parallel to axis 10 1/2"  
 as fitted 15" Mid. length thickness 10 1/2" shrunk Thickness around eye-hole 6 3/4"  
 Intermediate Shafts, diameter as per Rule 13.615 Thrust shaft, diameter at collars as per Rule 14.296  
 as fitted 14 5/8" as fitted 15" (michell)  
 Tube Shafts, diameter as per Rule 15.115 Is the tube shaft fitted with a continuous liner yes  
 as fitted 16 3/8" as fitted 15" Is the after end of the liner made watertight in the  
 Bronze Liners, thickness in way of bushes as per Rule 7.6 Thickness between bushes as per Rule 3/4"  
 as fitted 13 1/16" as fitted 3/4" 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 yes  
 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 5'-6"  
 Propeller, dia. 17'-6" Pitch 18'-0" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 103.5 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 27" Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size 2 @ 10 1/2"-8"x22" Pumps connected to the Main Bilge Line No. and size General Wky-8'-5"x8" & Ballast pump  
 How driven steam How driven steam  
 Ballast Pumps, No. and size 1 @ 10-12"x12" 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 @ 3" also 1 @ 2" in cofferdam at port end of boiler room tank & 1 @ 2" in cofferdam at after end of boiler room tank  
 In Holds, &c. Fitted at sink complete. The following sizes taken from ships copy of pumping plan:—  
 No. 1 hold-2 @ 3" No. 2 hold-2 @ 3" No. 3 hold-2 @ 3" No. 4 hold-2 @ 3" No. 5 hold-1 @ 2 1/2"  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 5" & 1 @ 2 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 both  
 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 forward hold suction How are they protected under wood casing.  
 What pipes pass through the deep tanks no deep tank Have they been tested as per Rule yes  
 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 yes Is it fitted with a watertight door yes worked from upper deck

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 8775 sq. ft.  
 Is Forced Draft fitted yes No. and Description of Boilers 3 SB Working Pressure 225 lb  
 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 yes Oil fuel Burning Piping Arrangements yes  
 SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition —  
 two propeller blades

The foregoing is a correct description,

For David Rowan & Co. Ltd  
 Archd. W. Grierson

Manufacturer.



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Lloyd's Register  
Foundation



1930 Jan 28-31 Feb 6-11-17-19-27 Mar 3-5-7-11-12-14-19-20-24-25-26-27-28 Apr  
 During progress of work in shops - 17-19-20-21-22-23-24-25-26-27-28 May 1-6-7-12-16-19-20-23-27-30 June 4-5-12-18  
 Dates of Survey while building - 20-23-26-30 July 2-3-7-10-14-15 Aug 5-7-8-11-14-16-19-20-29 Sep 3-11  
 During erection on board vessel - - -

Total No. of visits 68

Dates of Examination of principal parts - Cylinders 16-5-30 Slides 30-5-30 Covers 19-5-30

Pistons 14-4-30 Piston Rods 23-5-30 Connecting rods 7-5-30

Crank shaft 18-4-30 Thrust shaft 28-4-30 Intermediate shafts 12-5-30

Tube shaft 14-4-30 Screw shaft 22-4-30 Propeller 22-4-30 Blades 23-5-30

Stern tube 14-4-30 Engine and boiler seatings 28-4-30 Engines holding down bolts 10-7-30

Completion of fitting sea connections 11-8-30 Boilers fixed 7-7-30 Engines tried under steam 3-9-30

Completion of pumping arrangements 14-8-30 Thickness of adjusting washers 14-8-30

Main boiler safety valves adjusted 14-8-30 Crank shaft material J. Steel Identification Mark LLOYD'S N2932 L.C.D. 18-4-30 Thrust shaft material J. Steel Identification Mark LLOYD'S N2932 L.C.D. 12-5-30

Intermediate shafts, material J. Steel Identification Marks LLOYD'S N2932 L.C.D. 12-5-30 Tube shaft, material - Identification Mark -

Screw shaft, material J. Steel Identification Mark LLOYD'S N2932 L.C.D. 22-4-30 Steam Pipes, material Steel Test pressure 675 Date of Test 8-4-30

Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes

Have the requirements of the Rules for the use of oil as fuel been complied with yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo yes If so, have the requirements of the Rules been complied with yes

Is this machinery duplicate of a previous case no If so, state name of vessel

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 records + L.M.C. 9,30.

Fitted for oil fuel 9,30 F.P. above 150°F.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 9,30 C.L. F.D.

Fitted for oil fuel 9,30 F.P. above 150°F.

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