

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 SEP 1930

Date of writing Report 9th June 1930 When handed in at Local Office 5th September 1930 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 15th April 1930 Last Survey 30th May 1930
 Reg. Book. on the S/S Melmay (Number of Visits 4) Tons { Gross 4975.01
 Net 3265.05
 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 Engine No. 932 when made 1930
 Boilers made at " By whom made " Boiler No. " when made "
 Registered Horse Power " Owners The Melmay Shipping Company Limited Port belonging to Glasgow
 Nom. Horse Power as per Rule " Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted "
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines

Dia. of Cylinders " Length of Stroke " No. of Cylinders " No. of Cranks "
 Crank shaft, dia. of journals " as per Rule " Crank pin dia. " Mid. length breadth " Thickness parallel to axis "
 as fitted " Mid. length thickness " shrunk " Thickness around eye-hole "
 Intermediate Shafts, diameter " as per Rule " Thrust shaft, diameter at collars " as per Rule "
 as fitted " as fitted " Is the { tube } shaft fitted with a continuous liner {
 Tube Shafts, diameter " as per Rule " as fitted " Screw Shaft, diameter " as per Rule " as fitted "
 as fitted " as fitted " Is the after end of the liner made watertight in the

Bronze Liners, thickness in way of bushes " as per Rule " Thickness between bushes " as fitted "
 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 " Length of Bearing in Stern Bush next to and supporting propeller " whether Moveable " Total Developed Surface " sq. feet

Propeller, dia. " Pitch " No. of Blades " Material " Can one be overhauled while the other is at work "
 Feed Pumps worked from the Main Engines, No. " Diameter " Stroke " Can one be overhauled while the other is at work "
 Bilge Pumps worked from the Main Engines, No. " Diameter " Stroke "

Feed Pumps { No. and size " Pumps connected to the { No. and size "
 How driven " Main Bilge Line { How driven "
 Ballast Pumps, No. and size " 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 "
 In Holds, &c. "

Main Water Circulating Pump Direct Bilge Suctions, No. and size " Independent Power Pump Direct Suctions to the Engine Room Bilges, "
 No. and size " 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 both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates " 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 are carried through the bunkers " 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 "
 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 " Is it fitted with a watertight door " worked from "

MAIN BOILERS, &c.—(Letter for record ") Total Heating Surface of Boilers " Working Pressure "

Is Forced Draft fitted " No. and Description of Boilers "

IS A REPORT ON MAIN BOILERS NOW FORWARDED? " If so, is a report now forwarded? "

IS A DONKEY BOILER FITTED? " Main Boilers " Auxiliary Boilers " Donkey Boilers "

PLANS. Are approved plans forwarded herewith for Shafting " Oil fuel Burning Piping Arrangements "
 (If not state date of approval) General Pumping Arrangements "

Superheaters "

SPARE GEAR. State the articles supplied:—"

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

WS2 00637

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 4

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings 23-5-30 Engines holding down bolts
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for carrying and burning oil fuel been complied with
Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The sea connections, stern tube tail shaft & propeller have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery. Glasgow surveyors advised. Heating coils in Nos 1-2-3-6-7 Double bottom tanks. Port & Starboard water tested to 320 lbs.

The amount of Entry Fee ... £ : : When applied for, 19
Special ... £ : : When received, 19
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :

Chas R Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 16 SEP 1930

Assigned See Gls. Rpt. No. 50784