

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Date of writing Report 3/3/26 When handed in at Local Office 11th April 1926 Port of Greenock  
 No. in Survey held at Greenock Date, First Survey 11th September 1924 Last Survey 15/4/1926  
 Reg. Book. S/S "Margalan" (Number of Visits 60)  
 on the S/S "Margalan"  
 Built at Pielangow By whom built Lithgow L<sup>d</sup> Yard No. 766 When built 1926  
 Engines made at Greenock By whom made John & Kincaid L<sup>d</sup> Engine No. 621 when made 1926  
 Boilers made at ditto By whom made ditto Boiler No. 621 when made 1926  
 Registered Horse Power \_\_\_\_\_ Owners Walmor Steamship Co<sup>l</sup> Port belonging to London  
 Nom. Horse Power as per Rule 484 Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted yes

**ENGINES, &c.**—Description of Engines Triple Expansion  
 Dia. of Cylinders 26-42-70 Length of Stroke 48" Revs. per minute 70 No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals as per rule 13 1/2" as fitted 13 5/8" Dia. of Crank pin 13 5/8" Crank webs Mid. length breadth \_\_\_\_\_ Thickness parallel to axis 8 5/8"  
 Diameter of Thrust shaft under collars as per rule 13 1/2" as fitted 13 5/8" Diameter of Tunnel shaft as per rule 12.85" as fitted 13" Diameter of Screw shaft as per rule 14 3/4" as fitted 14 3/4" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube yes 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 joints burned \_\_\_\_\_ If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated \_\_\_\_\_ Length of Stern Bush 60" Diameter of Propeller 14.6"  
 Pitch of Propeller 14.9" No. of Blades 4 State whether Movable No Total Surface 100 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 24" Can one be overhauled while the other is at work yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 24" Can one be overhauled while the other is at work yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 3 (8x6x8) (5 1/4 x 3 1/2 x 5) (9 x 13 x 10)  
 No. and size of Pumps connected to the Main Bilge Line one (9 x 13 x 10)  
 No. and size of Ballast Pumps 2 (8 x 6 x 8) (9 x 13 x 10) No. and size of Lubricating Oil Pumps, including Spare Pump \_\_\_\_\_  
 Are two independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 2 1/2" Belli Roundell 2 2 1/2" Belli Roundell 1 1/2" and in Holds, &c. No. 1. 2.3" No. 2. 2 3/4"  
No. 3. 2.3 1/4" Tunnel Well 1 2 1/4" Deep Tank 2. 3 1/2"  
 No. and size of Main Water Circulating Pump Bilge Suctions 8" No. and size of Donkey Pump Direct Suctions \_\_\_\_\_  
 to the Engine Room Bilges 1- 4 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 connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes 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 None How are they protected \_\_\_\_\_  
 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 Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from WER Platform

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 4263  
 Is Forced Draft fitted yes No. and Description of Boilers 3 Single Ended 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 yes Main Boilers yes Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval) \_\_\_\_\_  
 General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

**SPARE GEAR.** State the articles supplied:—2 Connecting Rod top end bolts, ditto for bottom end, 2 Main Bearing bolts, 1 set of Coupling bolts, one set of feed & Bilge valves, a quantity of cross & axial bolts, nuts, flow of various sizes.

The foregoing is a correct description,  
 FOR JOHN & KINCAID & COY., LIMITED.

Robert Green

Manufacturer.

Secretary



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 Foundation

004076-004083-0244

(1924) Sept. 11, Oct. 10, 16, 31, Nov. 3, 6, 12, 26, Dec. 1, 3, 9, 12, 17 (1925) Jan. 9, 16, 24, Feb. 3, 11, 25, Mar. 2, 10, 18, 27, 31, Apr. 8, 13, 15, 23, 30, May 1, 5, 12, 13, 20, 27, June 2, 3, 9, July 31, Oct. 19 (1926) Feb. 4, 8, 11, 23, 25, 26, Mar. 1, 2, 4, 10, 11, 12, 15, 19, 24, 26, 30, Apr. 2, 5, 15.

During progress of work in shops ---  
 During erection on board vessel ---  
 Total No. of visits 60

Dates of Examination of principal parts - Cylinders	15	4	25	Slides	3	6	25
Covers	15	4	25	Pistons	2	3	25
Connecting rods	13	4	25	Crank shaft	13	4	25
Tunnel shafts	4	2	26	Screw shaft	31	4	25
Stern tube	2	3	25	Engines and boiler seatings	5	5	25
Engines holding down bolts	10	3	26	Engines tried under steam	15	4	26
Completion of pumping arrangements	10	3	26	Boilers fixed	10	3	26
Completion of fitting sea connections	10	2	26	Stern tube	8	4	25
Main boiler safety valves adjusted	26	3	26	Thickness of adjusting washers	R 3/8 S 13/32 P 13/32 S 3/8 P 13/32 S 3/8		
Material of Crank shaft	S			Identification Mark on Do.	LR 5522 WGM.		
Material of Thrust shaft	S			Identification Mark on Do.	LR 11943 WGM.		
Material of Tunnel shafts	S			Identification Marks on Do.	LR 11942, 11945, 11941, 5379, 5521, 11941, 5520 WGM.		
Material of Screw shafts	S			Identification Marks on Do.	LR 5642 WGM.		
Material of Steam Pipes	Steel			Test pressure	540 lbs		Date of Test
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 carrying and burning oil fuel 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.) *These Bugwin & Bowlin have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have been securely fitted on board, tried under steam & found satisfactory. The Machinery is eligible in my opinion for the record of LMC 4.26. Fitted for oil fuel FP above 150°F. 4-26*

It is submitted that this vessel is eligible for THE RECORD. + LMC 4.26. FD. CL. Fitted for oil fuel 4.26. FP above 150°F.

Cms. J.W.D. 22/4/26

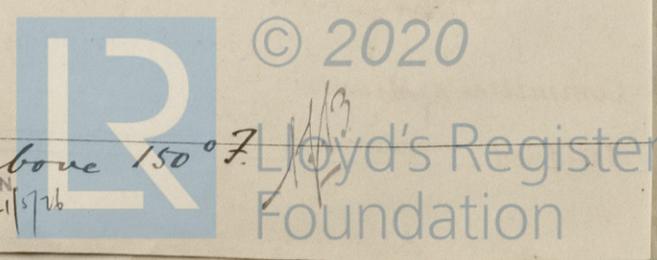
W. Gordon-Mitchell  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ...	£ 5 : -	When applied for,
Special ...	£ 97.12	11/12/1926
Donkey Boiler Fee ...	£ :	When received,
Travelling Expenses (if any) £ :	26.5.26	

Committee's Minute GLASGOW 20 APR 1926

Assigned + LMC 4.26 FD

Fitted for oil fuel 4.26 F.P. above 150°F.



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