

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 1 JUL 1942)

Date of writing Report June 1 1942 When handed in at Local Office June 1 1942 Port of New York
No. in Survey held at Brooklyn, New York Date, First Survey 12th May Last Survey 14th May 1942
(No. of Visits TWO)

8123 on the Machinery of the Wood, Iron or Steel S.S. "MARGOT" Year. Month. 1926-12
Gross Tonnage 4545 Vessel built at Port Glasgow By whom Lithgows Ltd When 1926-12
Net Tonnage 2917 Engines made at Greenock By whom Rankin & Blackmore When 1926
Nominal Horse Power 477 Boilers, when made (Main) 1926 (Donkey) -
No. of Main Boilers 3 S.B. Owners Walmar S.S. Co Ltd Owners' Address -
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers Kaye Son & Co. Ltd Port London Voyage -
Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
in Donkey Boilers -

Last Report No. - Port -
Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Yes, not required.

Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

Where this was not done, state for what reasons? Not due for survey.

What parts of the Boilers could not be thus thoroughly examined? -

How did the Surveyor assure himself of the thorough efficiency of those parts of each Boiler? -

What was the latest date of internal examination of each boiler? - Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? - Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What was the date of examination of Screw Shaft? - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. -

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Where did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Where was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not examined

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

How Done: For damage stated to have been sustained by grounding in Cape Cod Canal on 8th May 1942 on a voyage from Halifax to New York.

L.P. Astern Guide Shoe (cast iron face) machined & refitted after guide dressed up.

S.R.L. It was stated that the boiler repairs and examination of safety valve chest on starboard boiler were carried out at Liverpool in April 1942 but the Certificate was not on board.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.G.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

in good condition & eligible in my opinion to remain as classed

without fresh record of survey, subject to new suction & discharge

line being fitted to general service pump.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

(per Section 29.) Received by me, Rockhart

Travelling expenses (if chargeable) £ : : 19

Committee's Minute NEW YORK JUN 3 1942

Assigned to use

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 9-41		+LMC 9-37
S.S. Yls. No 3-6-39		B.S. 9-41
		T.S. CL. 8-38
Fitted for oil fuel above 150°F.		12-26 F.P.

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to...



