

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-8 DEC 1926

Date of writing Report 28/10/26 When handed in at Local Office 1st December 1926 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 18th February 1926 Last Survey 1st December 1926
 Reg. Book. 815 "Margot" (Number of Visits 55)
 on the Greenock
 Built at P. & L. Langou By whom built Lithgou & Co. Ltd. Yard No. 784 When built 1926
 Engines made at Greenock By whom made Rankin & Blackmore Engine No. 418 when made 1926
 Boilers made at ditto By whom made ditto Boiler No. 418 when made 1926
 Registered Horse Power _____ Owners _____ Port belonging to London
 Nom. Horse Power as per Rule 444 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders 25"-42"-40" Length of Stroke 48" Revs. per minute 65 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.404 Dia. of Crank pin 13 3/4" Crank webs as per rule 13.05 Mid. length breadth shrunk Thickness parallel to axis 8 3/4"
 as fitted 13 3/4" Mid. length thickness as per rule 14.55 Thickness around eye-hole 6 1/8"
 Diameter of Thrust shaft under collars as per rule 13.404 Diameter of Tunnel shaft as per rule 13.05 Diameter of Screw shaft as per rule 14.55 Is the Screw shaft
 as fitted 13 3/4" as fitted 13 1/8" as fitted 14 3/4"
 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 Yes 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated Yes Length of Stern Bush 59" Diameter of Propeller 18" 0'
 Pitch of Propeller 18" 6' 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 33 1/4" 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 2 (5 x 8 Dupl) (33 1/4 x 6 Dupl)
 No. and size of Pumps connected to the Main Bilge Line one (12 x 12 Dupl)
 No. and size of Ballast Pumps one (12 x 12 Dupl) No. and size of Lubricating Oil Pumps, including Spare Pump —
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suctions connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room Eng Room 2-2 1/2 Boiler Room 4-2 1/2 and in Holds, &c. 2 at 3" 4 at 3 1/4" 2 3 1/2"
 Tunnel Drill. 1-2 1/4"

No. and size of Main Water Circulating Pump Bilge Suctions one 6" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges one at 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 Bilge Suctions How are they protected Wood Casings
 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 U. E. R. Platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6489

Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended Working Pressure 200 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? NoIf so, is a report now forwarded? Yes

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 Yes

SPARE GEAR. State the articles supplied:—2 Connecting Rod bolts for 1st & 2nd (with nuts) ditto for
bottom end. 2 main bearing bolts 1 set of coupling bolts. 1 set
of feed & bilge pump valves. 1 quantity of anchor bolts. nuts
1 set of various sizes

The foregoing is a correct description,
 RANKIN & BLACKMORE, LTD.,

Rankin

Director.

Manufacturer.



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Lloyd's Register
 Foundation
 Fw194-0158

(1924 Feb. 18-19 Mar. 2-5-9-12-14-19-31 Apr. 7-14-27-30 May 4-13-14-20-26 June 4-9-16-23 July 31-28 Aug. 3-5-11-18-25
 Sept. 3-7-13-14-22-28 Oct. 5-8-11-14-20-22-26 Nov. 1-4-8-9-10-12-15-16-17-19-24-25 Dec. 1-

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 55.

Dates of Examination of principal parts - Cylinders 14 5-26 Slides 3-9-26
 Covers 17 5-26 Pistons 31 3-26 Rods 16-6-26
 Connecting rods 21-7-26 Crank shaft 3-9-26 Thrust shaft 3-9-26
 Tunnel shafts 3-9-26 Screw shaft 3-9-26 Propeller 20-10-26
 Stern tube 4-6-26 Engine and boiler seatings 22-10-26 Engines holding down bolts 8-11-26
 Completion of pumping arrangements 19-11-26 Boilers fixed 8-11-26 Engines tried under steam 25-11-26
 Completion of fitting sea connections 3-9-26 Stern tube 9-6-26 Screw shaft and propeller 22-10-26
 Main boiler safety valves adjusted 19-11-26 Thickness of adjusting washers P¹¹ 32BS¹¹ 32 P⁶ 16FS³ 8B P³ 8 S³ 8B
 Material of Crank shaft Steel Identification Mark on Do. LR 418 WGM
 Material of Thrust shaft Steel Identification Mark on Do. LR 1020 WGM
 Material of Tunnel shafts Steel Identification Marks on Do. LR 1679, 1645, 1848, 1680, 6848, 1644 WGM
 Material of Screw shafts Steel Identification Marks on Do. LR 1015 J L WGM
 Material of Steam Pipes Iron ✓ Test pressure 600 lb² ✓ Date of Test 16-11-26
 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 Bequer & Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They are now securely fitted on board. Fired under steam & found satisfactory. The machinery is eligible in our opinion for the record of LMC 12-26. Fitted for oil fuel 12-26 FP above 150°F

It is submitted that this vessel is eligible for THE RECORD. + LMC 12.26. FD. CL. Fitted for oil fuel 12.26. FP. above 150°F.

J. W. D. 8/12/26

The amount of Entry Fee ... £ 5 : : When applied for, Nov. 25 1926
 Special ... £ 96 : 11 : :
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : Nov. 27 1926

W. Gordon-Meuchart & J. D. Avery
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 7-DEC 1926

Assigned + L.M.C. 12.26. F.D. Fitted for oil fuel 12.26. L.P. above 150°F.