

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

12 JUL 1926

Date of writing Report 6.5.26 When handed in at Local Office 6-7-1926 Port of Greenock  
 No. in Survey held at Greenock Date, First Survey 15<sup>th</sup> June 1925 Last Survey 2<sup>nd</sup> July 1926  
 Reg. Book. 515 "Goliard" (Number of Visits 59)  
 on the  
 Built at Glasgow By whom built Littlejohn & Co. Yard No. 780 Tons Gross 1926  
 Engines made at Greenock By whom made John & Kincaid & Co. Engine No. 626 when made 1926  
 Boilers made at ditto By whom made ditto Boiler No. 626 when made 1926  
 Registered Horse Power Owners Walmor Steamship Co. Ltd. Port belonging to London  
 Nom. Horse Power as per Rule 464 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

## ENGINES, &amp;c.—Description of Engines

Triple Expansion  
 Dia. of Cylinders 26"-42"-70" 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 1/2" as fitted 13 5/8" Dia. of Crank pin 13 5/8" Crank webs Mid. length breadth shrunk 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 8/5" 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  
 Pitch of Propeller 14' 9" No. of Blades 4 State whether Moveable 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 (8'6"x8") (5'4"x3'2"x5") (9'x13'x10")  
 No. and size of Pumps connected to the Main Bilge Line 9'x13'x10"  
 No. and size of Ballast Pumps 2 (8'6"x8") (9'x13'x10") 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" Boiler Room 2' 2 1/2" and in Holds, &c. 2' 3" 7' 0" 2' 3 1/4"  
 7' 0" 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 UERP

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6845 sq ft

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 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 bolts each for W.P. End, ditto for bottom end, 2 main bearing bolts one set of Feed & Bilge Pump Vahes 2 quantity of assorted bolts, nuts, & screw of various sizes

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

Robert Green

Manufacturer.

Secretary



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 Foundation

W59-0191



(1925) June 15 July 29 Aug 21-26-31 Sept 2-4-9-17-22-24 Oct 15-16-23-27 Nov 5-9-25 Dec 3-8-11-15-26-28-29 (1926) Jan 11-20  
 During progress of work in shops - - 22-25-26 Feb 8-11-18-26 Mar 1-5-11-16-22-24-29-30 Apr 6-8-14-16-23-26-28-30 May 3-6-10-11-19 June 7-28 July 1-2  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits 59

Dates of Examination of principal parts - Cylinders 25- 11- 25 Slides 16- 3- 26  
 Covers 25- 11- 25 Pistons 1- 3- 26 Rods 1- 3- 26  
 Connecting rods 9- 11- 25 Crank shaft 5- 3- 26 Thrust shaft 5- 3- 26  
 Tunnel shafts 14- 4- 26 Screw shaft 29- 3- 26 Propeller 5- 3- 26  
 Stern tube 22- 1- 26 Engine and boiler seatings 8- 4- 26 Engines holding down bolts 3- 5- 26  
 Completion of pumping arrangements 6- 5- 26 Boilers fixed 23- 4- 26 Engines tried under steam 28. 6. 26  
 Completion of fitting sea connections 8- 4- 26 Stern tube 18- 2- 26 Screw shaft and propeller 23- 4- 26  
 Main boiler safety valves adjusted 19- 5- 26 Thickness of adjusting washers P 13/32 S 11/32 P 7/16 S 5/32 P 13/32 S 13/32  
 Material of Crank shaft \$ Identification Mark on Do. LR 626 WGM  
 Material of Thrust shaft \$ Identification Mark on Do. LR 6130 WGM  
 Material of Tunnel shafts \$ Identification Marks on Do. LR 6060 139, 119, 118 140 141 155 WGM  
 Material of Screw shafts \$ Identification Marks on Do. LR 142 WGM  
 Material of Steam Pipes \$ Test pressure 540 Date of Test 11- 5- 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 Engines & Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board, tried under steam & found satisfactory. The Machinery is eligible in my opinion for the record of LMC 7. 26 Fitted for oil fuel F.P. above 150°F. 7. 26

It is submitted that this vessel is eligible for THE RECORD. + LMC 7. 26. CL. FD. Fitted for oil fuel 7. 26. F.P. above 150°F.

W. Gordon-Mitchell  
 15/7/26  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : : When applied for,  
 Special ... £ 95 : 1 : : 29 June 1926  
 Donkey Boiler Fee ... £ : : :  
 Travelling Expenses (if any) £ : : : 1 July 1926

Committee's Minute GLASGOW 13 JUL 1926

Assigned + LMC 7. 26 FD. Fitted for oil fuel 7. 26 F.P. above 150°F

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