

# YACHT.

No. <sup>18094</sup> 14039

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

26 JUL 1930

Date of writing Report 25.7.1930 When handed in at Local Office 25.7.1930 Port of Southampton  
 No. in Survey held at Cowes Date, First Survey 15.7.29 Last Survey 10.7.1930  
 Reg. Book. 965 on the Z.4. in yacht "XARIFA"  
 Built at Cowes By whom built J. Samuel White & Co. Ltd. Yard No. 1686 When built 1930  
 Engines made at do By whom made do Engine No. 1686 when made 1930  
 Boilers made at do & Glasgow By whom made do & Cochran Boiler No. 1686 when made 1930  
 Registered Horse Power 140.5 Owners Franklin Singer Esq Port belonging to New York  
 Nom. Horse Power as per Rule 140.5 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended Fishing

ENGINES, &c.—Description of Engines Inverted Triple Expansion condensing Revs. per minute 145  
 Dia. of Cylinders 11 3/4", 18" 29" Length of Stroke 24" No. of Cylinders 2x3=6 No. of Cranks 6  
 Crank shaft, dia. of journals as per Rule Crank pin dia. 6 1/2" Crank webs as per Rule Mid. length breadth 8 1/4" Thickness parallel to axis as fitted  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Thickness around eye-hole as fitted  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the screw shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss yes  
 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 yes  
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no  
 Propeller, dia. 8'-3" Pitch 10'-0" No. of Blades 3 Material Bronze whether Moveable no Total Developed Surface 23 sq. feet  
 Feed Pumps worked from the Main Engines, None Diameter 2 1/4" Stroke 12" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/4" Stroke 12" Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2, 7"x5"x12" Pumps connected to the { No. and size 1, G.S.P. 7"x5"x7"  
 { How driven Direct Acting Steam Driven Main Bilge Line { How driven Direct Acting Steam Driven  
 Ballast Pumps, No. and size 1 Lubricating Oil Pumps, including Spare Pump, No. and size 1  
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 2x2" dia 1x3" dia  
 In Holds, &c. 6x2" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2x3 1/2" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1x3" dia  
 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 Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line on  
 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 pass through the bunkers none How are they protected yes  
 What pipes pass through the deep tanks Cofferdam Suctions - His' Deep F.H. Have they been tested as per Rule yes  
 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 Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Top of E.R.

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 2297 sq. ft.  
 Is Forced Draft fitted yes No. and Description of Boilers 1, S.E. Ret. Tube Cyl. Working Pressure 180 lbs/sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes  
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes  
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

### SPARE GEAR. State the articles supplied:—

2 C.R. Top end Bolts & Nuts.	1 Suction Valve
2 C.R. Bot " " " "	1 Ret. Air Pump Valves.
2 Main Bearing " " " "	2 Pair Pump Link Bolts.
6 Coupling " " " "	36 Condenser Tubes & Fittings.
1 Bilge Pump Suction Valve.	21 Plain Boiler Tubes.
1 " " " " " "	3 Stay " " " "
12 Junk Ring Nuts & Nuts.	2 S.V. Springs.
1 Pt. C.R. Top End Bolts.	2 End Check Valves.
1 " " " " " "	1 O.F. Suction Strainer Grid.
1 Main Bearing " " " "	1 O.F. Suction " " " "
1 Spring of each type fitted.	4 " " Bolts.

The foregoing is a correct description,  
 For J. Samuel White & Company Ltd.,

*J. Samuel White*  
 Managing Director.

Manufacturer.



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Dates of Survey while building  
 During progress of work in shops - - 15/2/29, 26/2/29, 3/3/29, 12/3/29, 21/3/29, 28/3/29, 5/4/29, 12/4/29, 13/7, 13, 15, 22 & 28/5/30;  
 25/2/30, 27/5/30.  
 During erection on board vessel - - 13/2/30, 17 & 26/3/30, 2/4/30, 2, 13, 27 & 30/5/30, 12/6/30, 14/6/30, 17/6/30, 23/6/30.  
 10.7.30  
 Total No. of visits 28

Dates of Examination of principal parts—Cylinders 9/1/30, 10/2/30 Slides 5/12/29 Covers 5/12/29  
 Pistons 20/2/30 Piston Rods 20/2/30 Connecting rods 20/2/30  
 Crank shaft 21/1/30 Thrust shaft 13/11/29 Intermediate shafts 21/10/29  
 Tube shaft ✓ Screw shaft 28/1/30 Propeller 20/2/30 13/5/30  
 Stern tube 17/3/30 Engine and boiler seatings 26/3/30, 2/5/30 Engines holding down bolts 27.5.30  
 Completion of fitting sea connections 2/5/30

Completion of pumping arrangements 14/6/30 Boilers fixed 17/6/30 Engines tried under steam 14/6/30  
 { Donkey do. Main boiler safety valves adjusted 13/6/30 Thickness of adjusting washers 1/32" P. 3/8" S. Donkey. 1/8" F. 7/32" A.  
 Crank shaft material S.M. Steel Identification Mark 8496 8496 Thrust shaft material S.M. Steel Identification Mark 8496 8496  
 Intermediate shafts, material S.M. Steel Identification Marks 719 720 8496 8496 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material S.M. Steel Identification Mark 8496 8496 Steam Pipes, material S.P. Copper Test pressure 360 lb/s Date of Test 27/5/30

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 the use of oil as fuel been complied with ☒  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ☒ If so, have the requirements of the Rules 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 machinery of this vessel has been constructed in accordance with the approved plans & the requirements of the Rules, tested under working conditions & found satisfactory.  
 The workmanship & materials are good.  
 The machinery is eligible for the notation

T. L. M. C. 7.30.

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. 7.30 G-L F.D.

Fitted for oil fuel (7.30) F.P. above 150°F.

J. J. 29/7/30.

The amount of Entry Fee ... £ : : When applied for,  
 Special ... £ 35 : 2 : 6 25/7/19 30  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ 4 : - : 1.9 30/19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ L.M.C. 7.30

Fitted for oil fuel (7.30)

C.L. F.D.

F.P. above 150°F.

CERTIFICATE WRITTEN



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