

YACHT.

No. ¹⁸⁰⁹⁴ 14039

pt. 4.

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.S. in yacht "XARIFA" Number of Visits 8 Gross Tonnage 1930 Net Tonnage 1930
 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 & Cochrans 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 Yachting

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 3/4" Thickness parallel to axis as fitted
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Mid. length thickness 3 3/4" 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 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 Main Bilge Line No. and size 1, G.S.P. 7"x5"x7"
 How driven Direct Acting Steam Driven 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 fall pipes to the bilges yes
 Are all Sea Connections fitted direct on the skin of the ship yes Are they filled 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 - Hrs' Deep F.W. 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 yes) 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 Screw tie Strap.
- 2 C.R. Bot " " " " 1 set Air Pump valves.
- 2 Main Bearing " " " " 2 Pair's Pump Link Brasses.
- 6 Coupling " " " " 36 Condenser tubes & Funnels.
- 1 Bilge Pump Suction Valve. 21 Plain Boiler Tubes.
- 1 " do do " " " 3 Stay " " " "
- 12 Junk Ring Heads & nuts. 2. S.V. Springs.
- 1 Pt. C.R. Top End Brasses. 2 End Check Valves.
- 1 " " Bot " " " 1. O.F. Suction Strainer Grid.
- 1 Main Bearing " " " " 1. O.F. Suction " " " "
- 1 Spring of each type fitted. 4 " " Brasses.

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

J. Samuel White
 Managing Director.

Manufacturer.



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Lloyd's Register

005082-005088-0090

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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 & 28/1/30; 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.

Total No. of visits 28

Dates of Examination of principal parts—Cylinders 9/1/30, 10/2/30 Slides 5/2/29 Covers 5/2/29

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 17/2/30 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. 1/2" F. 7/32" A.

Crank shaft material S.M. Steel Identification Mark 815 795 1877 1897 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 719 720 8496 8496 Steam Pipes, material S.P. Copper Test pressure 360 lbs/sq Date of Test 27/5/30

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 the use of oil as fuel been complied with yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no If so, have the requirements of the Rules been complied with ✓

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.)

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 suitable for the rotation.

T. L. M. C. 7. 30.

It is submitted that this vessel is suitable for THE RECORD, T. 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.

L. D. Howe
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ : : When applied for, 25/7/19 30

Special ... £ 35 : 2 : 6

Donkey Boiler Fee ... £ : : When received, 1. 9. 30

Travelling Expenses (if any) £ 4 : - : 19 30

Committee's Minute

FRI. 1 AUG 1930

Assigned + L.M.C. 7.30
Fitted for oil fuel (7.30) C.L. F.D.
F.P. above 150°F.

CERTIFICATE WRITTEN

