

YACHT!

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

(Received at London Office

27 JAN 1933

Date of writing Report 19/1/33. xx When handed in at Local Office 19/1/33. 19 Port of GENOA

in Survey held at GENOA Date, First Survey 13/9/32. Last Survey 14/1/33 1903 (No. of Visits 20)

in on the Machinery of the ~~Woodstock~~ Steel Twin Sc.Sch."A A R V"

Gross 427.2 Net 180.0 Vessel built at Glasgow By whom D. & W. Henderson & Co. Ltd When 1903 - 8

Engines made at Hamburg By whom Blehm & Voss When 1903

Boilers, when made (Main) (Donkey)

Main Boilers Owners E.M. Arenberg Owners' Address

Donkey Boilers Managers Port Hamburg. Voyage

Main Boilers If Surveyed Afloat or in Dry Dock Afloat Genoa Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port PROPOSED RECLASSIFICATION

Particulars of Examination and Repairs (if any)

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

In cases where the Surveyor has not made a special damage report he is required to state whether he

has declined his services for this purpose, and why they were declined?

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

" Donkey " " "

If not done, state for what reasons?

At what parts of the Boilers could not be thus thoroughly examined?

At what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Has the Surveyor examined all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has the shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the shaft now been changed? No 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 is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? P. & S. 2 m/m.

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

DONE:- Vessel placed in dry dock, Propellers and Sea Connections examined and found in good condition. The Port and Starboard Screw Shafts (fitted with continuous liners) drawn in, examined and found in order.

Examined, all Cylinders, Pistons, Covers, Valves, Connecting Rods, Crank Shafts, Thrust Shafts, Tunnel

, Valves and Valve Gear, Holding Down Bolts and Seatings, Auxiliary Compressors in their entirety

All Pumping Arrangements complete. The above were all found or placed in satisfactory condition.

Separate Fuel Tanks have been examined internally and found good, afterwards tested hydraulically

to good results. Starting Air Bottles have been examined as far as possible internally and tested

hydraulically to 60 Kg.cm² with satisfactory results.

Independent Bilge, Water Circulating and Oil Lubricating and Fuel Pumps examined together with

Valves and Connections and found in order.

On completion of the survey the Machinery was tried under full power test at sea, and manoeuvred

P.T.O. Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good condition.

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.M.S. 9, 11, or L.M.C. 9, 11, (as to lb., F.D., &c.)

and, in our opinion, meets the requirements of the Society's Rules. It is recommended that the

Classes of N.E. 1931, L.M.C.I-1933 and C.L. 1-1933 (New Engines 1931, Lloyd's Machinery Certificate

of 1933 and Screw Shafts, fitted with continuous liners last seen January 1933) be assigned.

Fees see F.E. Report. Fees applied for 19 Received by me, 19

Age of Repair Fee (if any) per Section 29. Expenses (if chargeable) TUE. 14 FEB 1933

Committee's Minute L.M.C. 133 N.E. 31

ed CERTIFICATE WRITTEN.

Lloyd's Register Foundation

Continuation of Report No. ~~12781~~ dated 19/1/33. on the "AAR V"

ing tests were carried out to Rule requirements, all giving satisfactory results.

Windlass and Steering Gear have been examined and found in order.

The Electric Installation has been completely overhauled and tested by
 igger to Rule requirements, and found satisfactory. The section of Cables and Bus-Bars
 re in accordance with the Society's Rules.

With reference to the last paragraph of the Secretary's letter dated 26th October 1932, we have to state that the Electric Motor driving the Emergency Air Compressor can be worked for a reasonable length of time from the Electric Batteries, the capacity of these Batteries being 600 ampere/hour at 110 volts.

It is the Owners' intention, however, to fit an additional Dyname driven from the Auxiliary Engine and this Dyname has been ordered from Hamburg to the Society's sales, and tests, and it is hoped that this will be fitted on board in the course of the next month. The additional seating and attachment have all been examined and are satisfactory.

The particulars of Engines etc. are reported on the F.E. Machinery Form attached to this report.

III. *gk*