

Pl. or Break-
Do. of Bridge House
Do. of Forecastle Side No. 2.99
Houses on Deck 37.30
Access of Hatchways

Half Breadth (moulded) 12.75
Depth from upper part of Keel to top of Main Deck Bms. 13.80
(with the normal round up of beam)
Girth of Half Midship

Built at Glasgow
When built 1903

Motor Yacht "AAR V" ex "HECATE"

Proposed re-classification.

This vessel was built in 1903 by Messrs. D. & W. Henderson & Co. Ltd. to the Society's classification.

The Second Special Survey No. 3 was held in March 1926, but no survey was held after that date, and the class was expunged with a red line in November 1930.

In 1931, the steam engines and boilers were replaced by heavy oil engines which were not constructed under the supervision of the Society's Surveyors.

The Owner now desires to have the Yacht re-classed with the Society, and plans of shafting, propeller, air receivers and pumping arrangement have now been received.

IT IS SUBMITTED that with 4 SCSA Heavy Oil Engines for main propelling purposes, and having six cylinders 325 mm. diameter by 450 mm. stroke, span of bearings 370 mm., maximum pressure in cylinders 47 kg. per square centimetre, BHP 440 at 360 revolutions per minute, diameter of flywheel 1200 mm., weight of flywheel 1750 kg., diameter of propeller 1450 mm. and screw shaft fitted with a continuous liner, the sizes of shafting, viz:- crank 205 mm., thrust 140 mm., intermediate 137 mm. and screw shaft 146 mm. diameter meet the requirements of the present Rules.

The plan of propellers could be accepted in accordance with the usual practice and the plan of air receivers meets the requirements of the Rules for a working pressure of 30 kg. per square centimetre.

Further, the pumping arrangements as shewn on the plan meet the requirements of the Rules, provided a donkey pump direct suction be fitted in the engine room and the suction valves at the deep oil fuel tanks be controlled from positions outside the compartments in which the tanks are situated.

