

YACHT.

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

17836
No. 50569

Date of writing Report 10-6-30 When handed in at Local Office 14-6-30 Port of GLASGOW. Received at London Office 18 JUN 1930
No. in Survey held at GRANGEMOUTH. Date, First Survey 25-2-30 Last Survey 9-6-1930.
Reg. Book. 2767 on the Single Twin Triple Quadruple Screw vessel AUX. SCH. JOHN WILLIAMS V Tons { Gross 226.6. Net 56.27.
Built at GRANGEMOUTH. By whom built GRANGEMOUTH DYDO. CO. LTD. Yard No. 418. When built 1930.
Engines made at MANCHESTER. By whom made L. GARDNER & SONS LTD. Engine No. 28475 When made 1930.
Donkey Boilers made at NONE. By whom made ✓ Boiler No. ✓ When made ✓
Brake Horse Power 152. Owners THE LONDON MISSIONARY SOCIETY Port belonging to LONDON.
Nom. Horse Power as per Rule 48. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.
Trade for which vessel is intended SOUTH SEA ISLANDS.

OIL ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting
Maximum pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ No. of cylinders _____ No. of cranks _____
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge _____ Is there a bearing between each crank _____
Revolutions per minute _____ Flywheel dia. _____ Weight _____ Means of ignition _____ Kind of fuel used _____
Crank Shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ Crank Webs _____ Mid. length breadth _____ Thickness parallel to axis _____
Flywheel Shaft, diameter _____ as per Rule _____ Intermediate Shafts, diameter _____ as per Rule _____ Thrust Shaft, diameter at collars _____ as per Rule _____
Tube Shaft, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule _____ Is the { tube } shaft fitted with a continuous liner { _____
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 _____
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner _____
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 _____
If two liners are fitted, is the shaft lapped or protected between the liners _____ Is an approved Oil Gland or other appliance fitted at the after end of the shaft _____
If so, state type GARDNER. Length of Bearing in Stern Bush next to and supporting propeller. _____
Propeller, dia. _____ Pitch _____ No. of blades _____ Material _____ whether Moveable _____ Total Developed Surface _____ sq. feet
Method of reversing Engines _____ Is a governor or other arrangement fitted to prevent racing of the engine when declutched _____ Means of lubrication _____
Thickness of cylinder liners _____ Are the cylinders fitted with safety valves _____ Are the exhaust pipes and silencers water cooled or lagged with non-conducting material _____
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine _____
Cooling Water Pumps, No. _____ Is the sea suction provided with an efficient strainer which can be cleared within the vessel _____
Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
Pumps connected to the Main Bilge Line { No. and Size 1-2" x 4". How driven Petrol paraffin engine.
Ballast Pumps, No. and size None. Lubricating Oil Pumps, including Spare Pump, No. and size 1-1/2" x 1/16".
Are two independent means arranged for circulating water through the Oil Cooler _____ Yes. _____
Pumps, No. and size:—In Machinery Spaces 1-2". Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge _____
In Holds, &c. 1-2" fore peak. 1-2" hold. 1-2" Cofferdam. 1-2" aft peak.
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 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 Spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight lead 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. Cocks.
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates _____ Yes. _____ Are the Overboard Discharges 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 None.
What pipes pass through the bunkers _____ How are they protected _____
What pipes pass through the deep tanks _____ Have they been tested as per Rule _____
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 _____ None. _____ Is it fitted with a watertight door _____ worked from _____
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of Lubricating oil from saturating the woodwork _____
Main Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Small Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Scavenging Air Pumps, No. _____ Diameter _____ Stroke _____ Driven by _____
Auxiliary Engines crank shafts, diameter _____ as per Rule _____ as fitted _____

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule _____
Can the internal surfaces of the receivers be examined _____ What means are provided for cleaning their inner surfaces _____
Is there a drain arrangement fitted at the lowest part of each receiver _____
High Pressure Air Receivers, No. _____ Cubic capacity of each _____ Internal diameter _____ thickness _____
Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____
Starting Air Receivers, No. _____ Total cubic capacity _____ Internal diameter _____ thickness _____
Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____

W1017-0077

THE DAY

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

✓

PLANS. Are approved plans forwarded herewith for Shafting
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

With hull Rept.

Oil Fuel Burning Arrangements

SPARE GEAR

In addition to the spare gear detailed on Manchester Report No. 4022, the owners have put the following spare gear on board.

One main engine piston, 1- piston gudgeon pin, 1- pair of bottom end bushes, 2- pairs of main bearing bushes, 1- fuel pump assembly, 1- set of compression valves, 1- set of circulating pump valves, 1- set of bilge pump valves, 1- air starting valve.

The foregoing is a correct description,

THE GRANGEMOUTH DOCKYARD COY., LTD.

Manufacturer.

Director.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

1930 Feb 25-26 Mar 11 Apr 14-25-29 May 7-14-20-21-23 June 3-5-9

14

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine seatings

Engines holding down bolts

7-5-30

Completion of fitting sea connections

23-4-30

Completion of pumping arrangements

3-6-30

Engines tried under working conditions

3-6-30

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

Is the flash point of the oil to be used over 150° F.

Yes.

Have the requirements of the Rules for oil fuel pipes and tank fittings 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.)

This machinery has been properly fitted and secured on board, tried at sea under working condition and found satisfactory and is eligible in my opinion to have notation of + L.M.C. 6,30 as recommended in Manchester Report No. 4022, Oil Engine and T.S.O.G.

Subsequent to the trial trip the vessel was placed in dry dock and propeller, aft end of stern tube and outside fastenings of underwater fittings were examined and found in good order.

It is submitted that this vessel is eligible for

THE RECORD + L.M.C. 6,30

OIL Engines 2 S.C.S.A

4 Cy 11" - 13 1/4"

N.H.P. 43

The amount of Entry Fee

£ 2 : 3

When applied for,

Special

£ 2 : 3

17-6-1930

Donkey Boiler Fee

£ 2 : 4/8

When received,

Travelling Expenses (if any)

£ 2 : 4/8

19-6-1930

Committee's Minute

GLASGOW

17 JUN 1930

Assigned

+ L.M.C. 6,30

WJM

John D. Macdonald

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

Rpt. 4b.

Date of writing

No. in Series
Reg. Book.

Built at

Engines made

Donkey Boilers

Brake Horsepower

Nom. Horsepower

Trade for

OIL ENGINE

Maximum pressure

Span of bearing

Revolutions per minute

Crank Shaft

Flywheel Shaft

Tube Shaft

Bronze Liner

propeller boss

If the liner does not

If two liners are used

shaft

Propeller, and

Method of mounting
FORCED TO MAIN
FORCESIGHT F

non-conducting

Cooling Water

Bilge Pump

Pumps connected

Ballast Pump

Are two independent

Pumps, No. of

In Holds, &c.

Independent

Are all the Engines

led from easily accessible

Are all Sea Cocks

Are they fixed

Are they each fitted

What pipes pass

What pipes pass

Are all Pipes, &c.

Is the arrangement

compartment to

If a wood vessel

Main Air Cocks

Auxiliary Air

Small Auxiliary

Scavenging

Auxiliary Engines

AIR RECORD

Can the intercom

Is there a draught

High Pressure

Seamless, lap joint

Starting Air

Seamless, lap joint