

# YACHT.

## REPORT ON OIL ENGINE MACHINERY.

Rpt. 4b

No. 17014 6642

Received at London Office 27 JUN 1928

Date of Writing Report 22.6.28 When handed in at Local Office

Port of PLYMOUTH

No. in Survey held at

Dartmouth

Date, First Survey

3.5.28

Last Survey

15.6.1928

Reg. Book.

on the Single  
Twin  
Triple  
Quadruple

Screw vessel

Aux Composite Ketch Yacht "Giroflée"

Tons Gross 44.55  
Net 32.54

Built at Dartmouth

By whom built Philip & Son Ltd

Yard No. 727 When built 1928-6

Engines made at Glasgow

By whom made Berguis & Co Ltd

Engine No. 12580 When made 1928

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power

60

Owners J. Maltby Esq

Port belonging to Dartmouth

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines These see Glasgow Report 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 as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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 tube shaft 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 How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes. Are the Bilge Suctions in the Machinery Spaces

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks back

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 No Are the Blow Off Cocks fitted with a spigot and brass covering plate

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 Is the Shaft Tunnel watertight 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 Trays.

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

Foundation

W1648-0040

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IS A DONKEY BOILER FITTED?

40

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 ☒

Oil Fuel Burning Arrangements ☒

SPARE GEAR

The foregoing is a correct description.

J. E. Turner

Secretary

Manufacturer.

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits

3.5.28, 18.5.28, 24.5.28, 30.5.28, 15.6.28

5

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

3.5.28

Engine seatings

3.5.28

Engines holding down bolts

18.5.28

Completion of fitting sea connections

18.5.28

Completion of pumping arrangements

30.5.28

Engines tried under working conditions

15.6.28

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.

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 installed in accordance with the Rules and has been tried under working conditions & found satisfactory.

It is submitted that this vessel is eligible for THE RECORD. + LMC 6.28.

2 Paraffin Motors 45CSA  
Each 4cy. 4 1/4 - 6 3/8 17 NHP. Sc. shafts Bronze  
Bergins Co. Ltd. Ltd.

J. H. 10/7/28.

The amount of Entry Fee ... £

Special ...

Donkey Boiler Fee ...

Travelling Expenses (if any) ...

When applied for,

When received,

FRI. 13 JUL 1928

Committee's Minute

Assigned

H. L. Fletcher

Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN 2.8.28