

YACHT.

REPORT ON OIL ENGINE MACHINERY.

No. 17014 7819

12 APR 1928

Rpt. 4b

Date of Report 19 When handed in at Local Office 6. 4. 10 28 Port of Glasgow
No. in Survey held at 12 APR 1928
Reg. Book. Date, First Survey 1. 2. 28 Last Survey 28 March 1928
Number of Visits 4
Single on the Twin Triple Quadruple Screw vessel
Built at Darnmouth By whom built Philipson Yard No. 727 When built 1928
Engines made at Glasgow By whom made Bergius & Co. L^d Engine No. 12550 When made 1928
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 60 Owners Port belonging to
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

IL ENGINES, &c. Type of Engines KELVIN SLEEVE VALVE 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 200 lbs. Diameter of cylinders 4 1/4" Length of stroke 6 3/8" No. of cylinders 8 No. of cranks 8
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 10 3/4" Is there a bearing between each crank 20
Revolutions per minute 880 Flywheel dia. 22" Weight 138 lbs Means of ignition Magneto Kind of fuel used Paraffin.
Crank Shaft, dia. of journals as per Rule approved 1.99" Crank pin dia. 2 1/4" Crank Webs Mid. length breadth 2 3/16" Mid. length thickness 1 9/16" Thickness parallel to axis
as fitted 2 1/4" Thickness around eye hole
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Clutch Thrust Shaft, diameter at collars as per Rule approved 1.39
as fitted on crank shaft as fitted 1 5/8" Is the screw shaft fitted with a continuous liner
Tube Shaft, diameter as per Rule Screw Shaft, diameter as fitted 1 5/8" Is the after end of the liner made watertight in the
as fitted Thickness between bushes as per rule Is the after end of the liner made watertight in the
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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 running on packing approved
Propeller, dia. 21" Pitch 19" No. of blades 3 Material Gun metal Whether Moveable Solid Total Developed Surface sq. feet
Method of reversing Engines clutch Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
Splash Thickness of cylinder liners Are the cylinders fitted with safety valves no Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material both 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. 2 on each engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps worked from the Main Engines, No. None 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 Are they fitted with Valves or Cocks
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
What pipes pass through the bunks 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
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
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

W1648-0041

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

22-12-1922

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

THE BERGIUS COMPANY LTD.

Manufacturer.

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

1/2/28 - 21/2/28 - 19/3/28 - 28/3/28

4

Dates of Examination of principal parts—Cylinders 1/2/28 Covers 1/2/28 Pistons 1/2/28 Rods Connecting rods 1/2/28

Crank shaft 1/2/28 Flywheel shaft 1/2/28 Clutch shaft 1/2/28 Intermediate shafts Tube shaft

Screw shaft 21/2/28 Propeller 19/3/28 Stern tube 19/3/28 Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material Nickel Steel Identification Mark Flywheel shaft, Material Nickel Steel Identification Mark

Clutch shaft, Material Carbon Steel Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Mangrove Identification Mark Nos 11 & 12 D.C.

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case Yes If so, state name of vessel Standard type.

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines have been built under special survey and the materials tested in accordance with the Rules. The workmanship and materials are good.

These engines have been forwarded to Dartmouth to be installed.

The amount of Entry Fee ... £

Special 4/5 chs fee £ 7 : 4

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for 10 APR 1928

When received 21 APR 1928

Committee's Minute GLASGOW 11 APR 1928

Assigned Deferred

A. Campbell

Engineer Surveyor to Lloyd's Register of Shipping.

FM. 13 JUL 1928

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