

YACHT. REPORT ON OIL ENGINE MACHINERY.

No. **17744**
~~13966~~

5 JUN 1930

Date of writing Report 4-6-1930 When handed in at Local Office 4-6-1930 Port of SOUTHAMPTON

No. in Survey held at Southampton Date, First Survey 20-1-30 Last Survey 3-6-1930
Reg. Book. Single on the Twin Triple Quadruple Screw vessel Yacht **ANNA MARIE.**
Number of Visits 30

Tons } Gross 336.99
 } Net 207.21

Built at Lpoolston, Southampton By whom built J. J. Thornycroft & Co Yard No. 1099 When built 5-30
Engines made at Paterson, Manchester By whom made L. Gardner & Sons Ltd Engine Nos. 28503 When made 1930
Boilers made at None By whom made None Boiler No. None When made None
Horse Power 500 Total Owners V. G. Grace Port belonging to Copenhagen
Horse Power as per Rule 143 Is Refrigerating Machinery fitted for cargo purposes None Is Electric Light fitted Yes
Trade for which vessel is intended Yachting

ENGINES, &c. Type of Engines Solid Injection, Heavy Oil 2 or 4 stroke cycle 2. Single or double acting S.A.
Maximum pressure in cylinders 580 lbs/sq Diameter of cylinders 12 1/2" Length of stroke 15 No. of cylinders 5 each. No. of cranks 5.
No. of bearings, adjacent to the Crank, measured from inner edge to inner edge 20 3/4" Is there a bearing between each crank Yes
Revolutions per minute 290 Flywheel dia. 49" Weight 3387 Means of ignition Heat of Compression Kind of fuel used Heavy Oil
Crank Shaft, dia. of journals as per Rule App'd Crank pin dia. 7 3/4" Crank Webs Mid. length breadth 9 1/2" Thickness parallel to axis } Solid
as fitted 7 3/4" Mid. length thickness 3 1/8" shrunk Thickness around eye-hole }
Crank Wheel Shaft, diameter as per Rule App'd Intermediate Shafts, diameter as per Rule App'd Thrust Shaft, diameter at collars as per Rule App'd
as fitted On Coupling as fitted 4 3/8" as fitted 5"
Crank Shaft, diameter as per Rule App'd Screw Shaft, diameter as per Rule App'd Is the tube screw shaft fitted with a continuous liner } None
as fitted 5 5/16" as fitted 5 1/4" as fitted None Is the after end of the liner made watertight in the

Oil Liners, thickness in way of bushes as per Rule None Thickness between bushes as per rule None Is the after end of the liner made watertight in the
celler boss None If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner None
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 None
If two liners are fitted, is the shaft lapped or protected between the liners None Is an approved Oil Gland or other appliance fitted at the after end of the tube None
If so, state type None Length of Bearing in Stern Bush next to and supporting propeller 21"
Propeller, dia. 5'-0" Pitch 5'-5" No. of blades 3 Material Bronze whether Moveable None Total Developed Surface 7.8 sq. feet

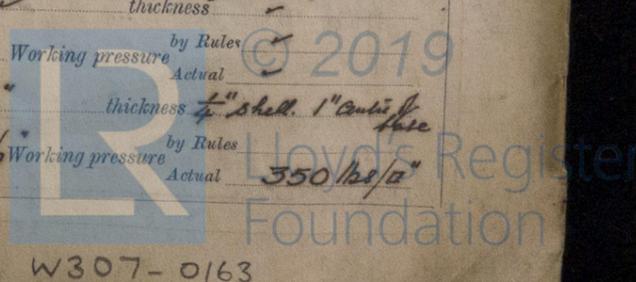
Method of reversing Engines Camshaft adjustment Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication UP FEEDER
Thickness of cylinder liners None Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine UP FEEDER
Suction Water Pumps, No. One Independent Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Suction Pumps worked from the Main Engines, No. 1 ea Eng Diameter 3" Stroke 3 1/2" Can one be overhauled while the other is at work Yes
Suction Pumps connected to the Main Bilge Line { No. and Size One Independent 5/8 galts/min 9. 2 Main Engine Pumps
How driven Electric Motor

Oil Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size 1 ea Eng 2 1/2 x 1 3/16" & 1 Hand Semi
Two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces One - 2" dia & 3 - 2" dia (in copper dams) In Pump Room None
Suctions, &c. Fore peak 4" Hand pump & 2" lead pipe, Fore Hold 3-2", Aft Hold 2-2", Gland Comp 1-2", Aft Peak draws to Gland Comp

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2"
All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
All Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes
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 Below
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
Do pipes pass through the bunkers None How are they protected None
Do pipes pass through the deep tanks None Have they been tested as per Rule None

All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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 Yes Is it fitted with a watertight door None worked from None
On good vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork None
Air Compressors, No. One on each Eng No. of stages 2 Diameters 2 7/8" x 7" Stroke 3 1/2" Driven by Main Engine
Auxiliary Air Compressors, No. None No. of stages None Diameters None Stroke None Driven by None
1 Auxiliary Air Compressors, No. One No. of stages 2 Diameters 1 3/8" x 4 1/2" Stroke 2 3/4" Driven by Gardner 312 Type
Engining Air Pumps, No. None Diameter None Stroke None Driven by Engina (Hand Starting)

Auxiliary Engines crank shafts, diameter as per Rule Approved
No. 212 & 312 Type as fitted Ans 2 1/2" Journals 2 5/8"
RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Safety valves fitted at Compressors
Are the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. None Cubic capacity of each None Internal diameter None thickness None
Seamless, lap welded or riveted longitudinal joint None Material None Range of tensile strength None Working pressure by Rules None
Starting Air Receivers, No. 4 (21291, 211292, 211293, 211294) Total cubic capacity 36 cu ft Internal diameter 14 1/2" thickness 1/4" shell, 1" outside
Seamless, lap welded or riveted longitudinal joint Stamlers Material Mild steel Range of tensile strength 28/32 lbs/sq Working pressure by Rules 350 lbs/sq
Actual None



IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

If so, is a report now forwarded?

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

Donkey Boilers

General Pumping Arrangements

Receivers

Separate Tanks

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

See attached List

The foregoing is a correct description.



Manufacturer.

Dates of Survey while building: During progress of work in shops - 1930. See Man Rpt C90 7049. During erection on board vessel - Jan. 20-24. Feb 4-13-26-28. Mar 3-14-20-28. Apr. 2-10-15. May 2-8-12-15-16-17-21-23-24-26-27-29. June 3-10-15-20-25-30. Total No. of visits 30.

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
 Screw shaft 13-2-20 Propeller 20-3-30 Stern tube 20-3-30 Engine seatings 14-3-30 Engines holding down bolts 15-5-30
 Completion of fitting sea connections 15-4-30 Completion of pumping arrangements 17-5-30 Engines tried under working conditions 25-5-30 & 27-5-30
 Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
 Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks R 8576-763
 Tube shaft, Material Identification Mark Combined Tube Screw shaft, Material Identification Mark R 8569-7521

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
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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.)
 The Machinery of this yacht has been constructed (See Man Rpt C90 7049) & fitted on board under Special Survey, in accordance with the approved plans, & the Society's Rules. The workmanship & materials are good. The Machinery after completion was satisfactorily tried under full working conditions at sea.

The Machinery of this vessel is eligible; in our opinion to have the notation of L.M.C. 6-30 in the Yacht Register Book.
 Note: The N.H.P. by the Rules in force 12-6-30 will be 275. It is submitted that this vessel is eligible for THE BOILER + L.M.C. 6-30. 2 oil engines 25 C.S.A. each 54. 12 1/2 - 15. N.H.P. 143.

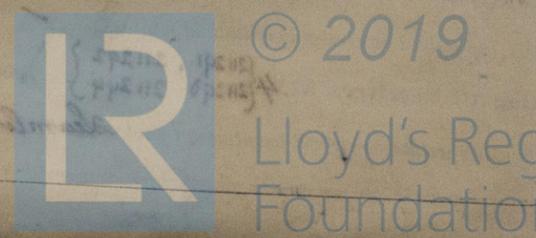
The amount of Entry Fee	£	7	3	When applied for, 4/6/1930
Special	£	7	3	When received, 6-6-30
Donkey Boiler Fee	£			
Travelling Expenses (if any)	£			

Committee's Minute

Assigned

WED. 21 JUN 1930

+ L.M.C. 6-30 (2 Oil Engines)



The Surveyors are requested not to write on or below the space for Committee's Minute.