

YACHT. REPORT ON OIL ENGINE MACHINERY.

No. 17744
13966

15 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
Reg. Book.

Southampton

Date, First Survey 20-1-30 Last Survey 3-6-1930

Number of Visits 30

Single
on the Twin
Triple
Quadruple

Screw vessel Yacht. ANNA MARIE.

Tons } Gross 336.99
Net 207.21

Built at Lpoolston, Southampton By whom built J. S. Thornycroft & Co

Yard No. 1099 When built 5-30

Engines made at Paterson, Manchester By whom made L. Gardner & Sons Ltd

Engine No. 28503 When made 1930

Monkey Boilers made at None By whom made

Boiler No. When made

Indicated Horse Power 500 Total Owners V. G. Graae.

Port belonging to Copenhagen

Net Horse Power as per Rule 143 Is Refrigerating Machinery fitted for cargo purposes No

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 B. Single or double acting S.A.

Maximum pressure in cylinders 580 lb/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 as fitted 7 3/4" Crank pin dia. 7 3/4" Crank Webs Mid. length breadth 9 1/2" Thickness parallel to axis shrunk

Wheel Shaft, diameter as per Rule Engine as fitted On Coupling Intermediate Shafts, diameter as per Rule App'd 3 9/16" Thrust Shaft, diameter at collars as per Rule App'd 5"

Main Shaft, diameter as per Rule App'd 5 5/16" Screw Shaft, diameter as per Rule App'd 5 1/4" Is the tube screw shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule as fitted None Thickness between bushes as per rule as fitted Is the after end of the liner made watertight in the

seller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

No If so, state type 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 No 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

Forced 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 FUNNEL

Sinking Water Pumps, No. One Independent Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. 1 & 2 Eng. Diameter 3" Stroke 32" Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size One Independent 5 1/2 galts/min 2 Main Engine Pumps

How driven Electric Motor

Last Pumps, No. and size No. Lubricating Oil Pumps, including Spare Pump, No. and size 1 & 2 Eng 2 1/2 x 13/16" & 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

Holds, &c. Fore peak 4" Hand pump 2" tail pipe, Fore Hold 3—2" Aft Hold 2—2" Gland Comp 1—6" 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

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

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

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

Pipes pass through the bunks None How are they protected

Pipes pass through the deep tanks None Have they been tested as per Rule

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

Department to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from

Good vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. One on each Eng. No. of stages 2 Diameters 2 1/8 x 7" Stroke 3 1/2" Driven by Main Engine

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

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 3 L2 Type

Enging Air Pumps, No. Diameter Stroke Driven by Engine (Hand Starting)

Auxiliary Engines crank shafts, diameter as per Rule Approved

Journals 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

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 Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

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 Material Mild steel Range of tensile strength 28/32 lb/sq. Working pressure by Rules

Actual 350 lb/sq.

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--

During erection on board vessel--

Total No. of visits

See Man Rpt C90 7049.

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

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft On Coupling 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

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material Mild Steel Identification Marks R 8576-763

Propeller, Material Identification Mark Combined Tube Screw shaft, Material Mild Steel Identification Mark R 8569-7521

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 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

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 REBOILER + 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

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Committee's Minute

Assigned

WED. 21 JUN 1930

CERTIFICATE WRITTEN

Engineer Surveyors to Lloyd's Register of Shipping.



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