

YACHT.

REPORT ON OIL ENGINE MACHINERY.

No. 11544

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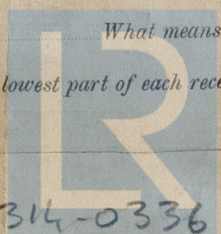
SAT. 28 JUL. 1923

4b.

Writing Report 18th July 1923 When handed in at Local Office 27th July 1923 Port of Southampton
 Survey held at Gosport Date, First Survey 16th June Last Survey 17th July 1923
 on the ~~Single~~ ~~Twin~~ ~~Triple~~ Screw ~~motor~~ Motor Yacht "KAREN"
 Built at Gosport By whom built Camper & Nicholson Yard No. 314 When built 1923
 Engines made at Ipswich By whom made Vickers-Petter Engine No. When made 1923
 Boilers made at — By whom made — Boiler No. When made —
 Horse Power Owners S. M. Sykes Esq. Port belonging to Portsmouth
 Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting
 Maximum pressure in cylinders No. of cylinders No. of cranks Diameter of cylinders
 of stroke Revolutions per minute Means of ignition Kind of fuel used
 a bearing between each crank Span of bearings (Page 92, Section 2, par. 7 of Rules)
 between centres of main bearings Is a flywheel fitted Diameter of crank shaft journals as per Rule as fitted
 of crank pins Breadth of crank webs as per Rule as fitted Thickness of ditto as per Rule as fitted
 of flywheel shaft as per Rule as fitted Diameter of tunnel shaft as per Rule as fitted 4.35" Diameter of thrust shaft as per Rule as fitted
 of screw shaft as per Rule as fitted 4.65" Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes
 after end of the liner made watertight in the propeller boss Yes If the liner is in more than one length are the joints burned
 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
 liners are fitted, is the shaft lapped or protected between the liners If without liners, is the shaft arranged to run in oil
 of outer gland fitted to stern tube None Length of stern bush 23" Diameter of propeller 4'-6"
 of propeller 6'-0" No. of blades 4 state whether moveable No Total surface 9.0 square feet
 of reversing Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Thickness of cylinder liners
 cylinders fitted with safety valves No Means of lubrication Are the exhaust pipes and silencers water cooled or lagged with
 ducting 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
 and led up funnel No. of cooling water pumps 3 Is the sea suction provided with an efficient strainer which can be cleared
 the vessel Yes No. of bilge pumps fitted to the main engines 2 Diameter of ditto 4 1/2" Stroke 6"
 be overhauled while the other is at work Yes No. of auxiliary pumps connected to the main bilge lines 2 How driven Electric Motors
 pumps 2" rotary No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 3 of 2"
 holds, etc. 3 of 2" No. of ballast pumps 1 How driven Electric Motors Sizes of pumps 2" rotary
 ballast pump fitted with a direct suction from the engine room bilges Yes State size 2" Is a separate auxiliary pump suction fitted in
 Room and size Yes, 2" Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes
 sluices on Engine Room bulkheads always accessible None fitted Are all connections with the sea direct on the skin of the ship Yes
 valves or cocks Both Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes
 discharge pipes 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
 pipes, cocks, valves and pumps in connection with the machinery accessible at all times Yes Are the bilge suction pipes, cocks and valves arranged so as to prevent any
 communication between the sea and the bilges Yes Is the screw shaft tunnel watertight None Is it fitted with a watertight door
 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 One No. of stages 2 rotary type, 40 cu. ft. per min. Driven by Electric Motor
 auxiliary air compressors One charging valve in diameter each main engine Driven by
 small auxiliary air compressors No. of stages Diameters Stroke Driven by
 scavenging air pumps Diameter Stroke Driven by
 of auxiliary Diesel Engine crank shafts as per Rule as fitted 2 1/4" Are the air compressors and their coolers made so as to be easy of access Yes

RECEIVERS:—No. of high pressure air receivers Internal diameter Cubic capacity of each
 Seamless, lap welded or riveted longitudinal joint Range of tensile strength
 working pressure by Rules No. of starting air receivers 2 Internal diameter
 cubic capacity Material Seamless, lap welded or riveted longitudinal joint
 of tensile strength thickness Working pressure by rules Is each receiver, which can be isolated,
 with a safety valve as per Rule the internal surfaces of the receivers be examined What means are provided for cleaning their
 surfaces Is there a drain arrangement fitted at the lowest part of each receiver



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IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

HYDRAULIC TESTS:—

| DESCRIPTION. | DATE OF TEST. | WORKING PRESSURE. | TEST PRESSURE. | STAMPED. | REMARKS. |
|--------------------------------------|---------------|-------------------|----------------|---------------|----------|
| ENGINE CYLINDERS | | | | | |
| " " COVERS | | | | | |
| " " JACKETS..... | | | | | |
| " " PISTON WATER PASSAGES..... | | | | | |
| MAIN COMPRESSORS—1st STAGE..... | | | | | |
| " " 2nd " | | | | | |
| " " 3rd " | | | | | |
| AIR RECEIVERS—STARTING | | | | | |
| " " INJECTION | | | | | |
| AIR PIPES | 11-7-23. | 200 lbs. | 400 lbs. | L.Y. 11-7-23. | |
| FUEL PIPES | | | | | |
| FUEL PUMPS | | | | | |
| SILENCER <i>Secondary</i> | 13-4-23. | — | 50 lbs. | L.Y. 13-4-23. | |
| " " WATER JACKET | | | | | |
| SEPARATE FUEL TANKS | | | | | |

PLANS. Are approved plans forwarded herewith for shafting

Yes

Receivers

✓

Separate Tanks

Yes

SPARE GEAR

In accordance with list given in Ipswich Reg. 8680

The foregoing is a correct description,

FOR AND ON BEHALF OF

CAMPER & NICHOLSONS LTD

Manufacturer.

L. E. Nicholson

Dates of Survey while building { During progress of work in shops - - ✓
During erection on board vessel - - - Apr. 13, 16. May 3, 7, 15, 30. June 5, 19, 29. July 3, 11, 13, 17.
Total No. of visits 13

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Thrust shaft Tunnel shafts None Screw shaft 16-4-23 Propeller 3-5-23. Stern tube 3-5-23. Engine seatings 17-7-23
Engines holding down bolts 3-7-23. Completion of pumping arrangements 3-7-23. Engines tried under working conditions 17-7-23
Completion of fitting sea connections 15-5-23. Stern tube 15-5-23. Screw shaft and propeller 3-7-23.
Material of crank shaft Identification Mark on Do. Material of thrust shaft Identification Mark on Do. 515
Material of tunnel shafts Identification Marks on Do. Material of screw shafts S.M. Steel Identification Marks on Do. A.7.7.

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

Yes

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 has been found on board in accordance with the approved plans and the Rules. On completion the engines & their auxiliaries have been tried under full working conditions, and found satisfactory. Revolutions of engines at full power ahead & astern 275 per minute. Lower number of revolutions per minute for manoeuvring purposes. Speed of vessel 13 knots at full power. Relief valves receivers adjusted to 200 lbs. The screw shaft is arranged to run lignum vitae without any oil gland. The machinery of this is eligible in my opinion to be classed with the record of F.L.M.C.

The amount of Entry Fee ... £ 7 : 14 : 24 July 23
Special Installation
Donkey Boiler Fee ... £ 4 : 0 : 30-7-23
Travelling Expenses (if any) £ 4 : 0 : 30-7-23

Committee's Minute

FRI. 3 AUG. 1923

Assigned

+ L.M.C. 7. 23 C.L. Oil Engines

L. H. F. Young

Engineer Surveyor to Lloyd's Register of Shipping

CERTIFICATE W. 11. 11. 11.



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