

YACHT.

REPORT ON OIL ENGINE MACHINERY.

No. 11544

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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
 Number of Visits 13
 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
 Mean pressure in cylinders No. of cylinders No. of cranks Diameter of cylinders
 Length of stroke Revolutions per minute Means of ignition Kind of fuel used
 Span of bearings (Page 92, Section 2, par. 7 of Rules)
 Distance between centres of main bearings Is a flywheel fitted Diameter of crank shaft journals as per Rule as fitted
 Diameter of crank pins Breadth of crank webs as per Rule as fitted Thickness of ditto as per Rule as fitted
 Diameter of flywheel shaft as per Rule as fitted Diameter of tunnel shaft as per Rule as fitted 4.35" None Diameter of thrust shaft as per Rule as fitted
 Diameter of screw shaft as per Rule as fitted 4.65" 5 1/2" 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
 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 cylinder liners are fitted, is the shaft lapped or protected between the liners If without liners, is the shaft arranged to run in oil
 Diameter of outer gland fitted to stern tube None Length of stern bush 23" Diameter of propeller 4'-6"
 Diameter of propeller 6'-0" No. of blades 4 state whether moveable No Total surface 9.0 square feet
 Method of reversing Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Thickness of cylinder liners
 Are cylinders fitted with safety valves No Means of lubrication Are the exhaust pipes and silencers water cooled or lagged with
 Insulating 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
 Is a main lead up funnel No. of cooling water pumps 3 Is the sea suction provided with an efficient strainer which can be cleared
 Is the vessel Yes No. of bilge pumps fitted to the main engines 2 Diameter of ditto 4 1/2" Stroke 6"
 Can be overhauled while the other is at work Yes No. of auxiliary pumps connected to the main bilge lines 2 How driven Electric Motors
 No. of 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 Motor Sizes of pumps 2" rotary
 Is 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
 Are sluices on Engine Room bulkheads always accessible None fitted Are all connections with the sea direct on the skin of the ship Yes
 Are valves or cocks Both Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes
 Are 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
 Are 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
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
 No. of main air compressors One No. of stages 2 rotary type, 40 cu. ft. per min. Driven by Electric Motor
 No. of auxiliary air compressors One charging valve in diameter each main engine Driven by
 No. of small auxiliary air compressors No. of stages Diameters Stroke Driven by
 No. of scavenging air pumps Diameter Stroke Driven by
 Diameter 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
 Material Seamless, lap welded or riveted longitudinal joint
 Thickness Working pressure by rules Is each receiver, which can be isolated,
 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

See Ipswich Rpt. No. 86804
 See Glasgow Rpt. No. 42712



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	<i>11-7-23.</i>	<i>200 lbs.</i>	<i>400 lbs.</i>	<i>L.Y. 11-7-23.</i>	
FUEL PIPES					
FUEL PUMPS					
SILENCER <i>Secondary</i>	<i>13-4-23.</i>	<i>-</i>	<i>50 lbs.</i>	<i>L.Y. 13-4-23.</i>	
" " WATER JACKET					
SEPARATE FUEL TANKS					

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

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 Director

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. *5/5*
 Material of tunnel shafts Identification Marks on Do. Material of screw shafts *S.M. Steel* Identification Marks on Do. *A.T.T.*

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 fitted 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 vessel is eligible in my opinion to be classed with the record of F.L.M.C.*

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

L. H. F. Young
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute *FRI. 3 AUG. 1923*

Assigned

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

CERTIFICATE NUMBER



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