

YACHT.

REPORT ON OIL ENGINE MACHINERY.

No. 61.

30 JUN 1926

Date of writing Report 28th Feb. 1926. When handed in at Local Office 25th Feb. 1926. Port of Winterthur.

No. in Survey held at Winterthur Date, First Survey 25th Jan., 24 Last Survey 27th Feb., 1925.

Reg. Book. Single } Screw vessels
on the Twin }
Triple }

Built at By whom built Yard No. When built

Engines made at Winterthur By whom made Messrs. Sulzer, Bros. Engine No. 14086 When made 1925.

Donkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 250 Owners Port belonging to

Nom. Horse Power as per Rule 71.5. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ENGINES, &c.—Type of Engines Airless Inj. Internal Combustion Engines 2 or 4 stroke cycle 2. Single or double acting single

Maximum pressure in cylinders 35 at. No. of cylinders 4. Diameter of cylinders 310 mm No. of cranks 4. Length of stroke 420 mm

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 360 mm Is there a bearing between each crank Yes.

Revolutions per minute 275 To 300 Flywheel dia. 1000 mm Weight 1000 kg. Means of ignition Temperature due to compression Kind of fuel used Heavy fuel oil

Crank Shaft, dia. of journals as per Rule 160.5 mm Crank pin dia. 175 mm Crank Webs Mid. length breadth 240 mm Mid. length thickness 98 mm Thickness parallel to axis shrunk Thickness around eye hole solid

Flywheel Shaft, diameter as per Rule 160.5 mm Intermediate Shafts, diameter as per Rule 105.13 mm Thrust Shaft, diameter at collars as per Rule 110.4 mm

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per rule 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

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

of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Movable Total Developed Surface sq. feet

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when disclutched Yes Means of lubrication

Thickens of cylinder liners 25 mm 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

oling Water Pumps, No. 1. S.A. 125 mm dia. x 50 mm stroke Is the sea suction provided with an efficient strainer which can be cleared within the vessel

ge Pumps fitted to the Main Engines, No. 1. S.A. Diameter 125 mm Stroke 50 mm Can one be overhauled while the other is at work

umps connected to the Main Bilge Line { No. and Size
How driven

Fast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size 1 driven from crank shaft.

two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

umps, No. and size:—In Engine and Boiler Room

Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Space

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

at pipes pass through the bunkers How are they protected

at pipes pass through the deep tanks 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

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

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

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

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

enging Air Pumps, No. 1 double acting Diameter 500 mm dia. Stroke 420 mm Driven by Crank shaft.

illary Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

ere a drain arrangement fitted at the lowest part of each receiver

Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

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

ting Air Receivers, No. Total cubic capacity Internal diameter thickness

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

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	29.8.24.	35 lbs	75 lbs	R	Tests satisfactory
" " COVERS	21.8.24.	" "	" "	"	" "
" " JACKETS	29.8.24 + 21.8.24.	1 "	6 "	"	" "
" " PISTON WATER PASSAGES	4.9.24.	2 "	" "	"	" "
MAIN COMPRESSORS—1st STAGE					
" " 2nd "					
" " 3rd "					
AIR RECEIVERS—STARTING					
" " INJECTION					
AIR PIPES	30.1.25	30 lbs. → 60 lbs.		R	Tests satisfactory
FUEL PIPES	"	100 "	200 "	"	" "
FUEL PUMPS & VALVES	1.9.24.	" "	" "	"	" "
SILENCER					
" " WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for Shafting 9.5.24. Receivers Separate Tanks
(If not, state date of approval)
Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building { During progress of work in shops - 25.1.24, 7.2.24, 9.4.24, 2.5.24, 19.5.24, 5.6.24, 18.7.24, 7.8.24, 8.8.24, 13.8.24, 21.8.24, 29.8.24, 1.9.24, 2.9.24, 4.9.24, 15.12.24, 30.1.25
During erection on board vessel - 23.2.25, 27.2.25.
Total No. of visits

Dates of Examination of principal parts—Cylinders 27.2.25 Covers 27.2.25 Pistons 27.2.25 Rods ✓ Connecting rods 27.2.25
Crank shaft 27.2.25 Flywheel shaft 27.2.25 Thrust shaft 27.2.25 Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
FLYWHEEL Eng. N° 14086, 5887, Lloyd's
Crank shaft, Material Ann. S.M. Eng. Stl. Identification Mark N° 136, R. 5-6-24 Flywheel shaft, Material Identification Mark
Thrust shaft, Material Ann. S.M. Eng. Stl. Identification Mark N° 136, R. 5-6-24 Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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

Is this machinery duplicate of a previous case? Yes. If so, state name of vessel Eng. N° 14082.

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been constructed under Special Survey, in accordance with the requirements of the Rules, the Secretary's letters and the approved plans. Materials and workmanship good. Full power trial of Engine in shop satisfactory.
This Engine is to be put in stock.

The amount of Entry Fee ... £ 2 - 0 - 0 : When applied for,
Special ... £ 17 - 17 - 6 : 28th Feb. 1925
Donkey Boiler Fee ... : : When received,
Travelling Expenses (if any) ... : : 3rd March 1925.

Committee's Minute

Assigned

See Gls. Rpt. No. 45771

W. S. Gallis.
Engineer Surveyor to Lloyd's Register of Shipping.



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