

YACHT

REPORT ON OIL ENGINE MACHINERY.

No. 9544

Received at London Office APR 4 1939

Date of writing Report 30-3-39 When handed in at Local Office 3-4-39 Port of MANCHESTER.

No. in Survey held at MANCHESTER. Date, First Survey 21 MARCH 39 Last Survey 28 MARCH 1939.

Reg. Book. 1175. on the Compound Aux. Sch. "CHIMERE." Number of Visits 3.

Single Triple Quadruple Screw vessel YACHT Tons Gross Net

Built at GOSPORT. By whom built CAMPER & NICHOLSON, L.D. Yard No. When built 1908-6

Engines made at MANCHESTER. By whom made L. GARDNER & SONS, L.D. Engine No. 4606 When made 1939

Donkey Boilers made at — By whom made Sir Stephenson H. Kent & Co. Boiler No. — When made

Brake Horse Power 102. Owners L. GARDNER & SONS, L.D. Port belonging to PORTSMOUTH

Nom. Horse Power as per Rule 17.7. Is Refrigerating Machinery fitted for cargo purposes — Is Electric Light fitted 100.

Trade for which vessel is intended YACHT.

IL ENGINES, &c. Type of Engines VERTICAL SOLID INJECTION. 2 or 4 stroke cycle 4 Single or double acting Single.

Maximum pressure in cylinders 650. LBS/SQ. IN. Diameter of cylinders 5 1/2" Length of stroke 7 3/4" No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure 108. LBS/SQ. IN. Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 6 5/8" Is there a bearing between each crank 12.

Revolutions per minute 800. Flywheel dia. 29 1/2" Weight 584. LBS Means of ignition COMPRESSION Kind of fuel used HEAVY OIL.

Crank Shaft, Solid forged Semi built All built as per Rule As APPROVED dia. of journals 4.125" Crank pin dia. 3.625" Crank Webs Mid. length breadth 5 1/2" Mid. length thickness 1 1/2" Thickness parallel to axis Shrunk Thickness around eyehole SOLID.

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw 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

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 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

shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

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

Method of reversing Engines REVERSE GEAR Is a governor or other arrangement fitted to prevent racing of the engine when disengaged YES Means of lubrication

FORCED Thickness of cylinder liners 1/10" Are the cylinders fitted with safety valves NO Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No. ONE Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work

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

Is the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements Ballast Pumps, No. and size Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size ONE GEAR TYPE APPROX. 210 GALLS/HOUR

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

Pumps, No. and size:—In Machinery Spaces In Pump Room

In Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are the Bilge Suctions in the Machinery Spaces

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are they fitted with Valves or Cocks

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

Are all Sea Connections fitted direct on the skin of the ship Are the Overboard Discharges above or below the deep water line

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Blow Off Cocks fitted with a spigot and brass covering plate

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel How are they protected

What pipes pass through the bunkers Have they been tested as per Rule

What pipes pass through the deep tanks

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Is 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

compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked 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, No. No. of stages Diameters Stroke Driven by

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

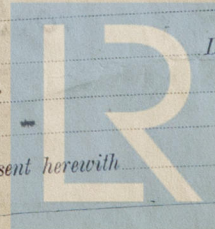
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

What provision is made for first Charging the Air Receivers Stroke Driven by

Scavenging Air Pumps, No. Diameter No. Position

Auxiliary Engines crank shafts, diameter as per Rule as fitted Is a report sent herewith

Have the Auxiliary Engines been constructed under special survey



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AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

Injection Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules
Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules
Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description;

L. GARDNER & SONS LTD.

William Gardner

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel---
Total No. of visits

Director

1939 MARCH 21. 22. & 28.

3

Dates of Examination of principal parts—Cylinders 21-3-39 Covers 21-3-39 Pistons 21-3-39 Rods - Connecting rods 21-3-39

Crank shaft 21-3-39 Flywheel shaft - Thrust shaft - 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 -

Crank shaft, Material STEEL Identification Mark LLOYDS 94692 / 4-3-39 Flywheel shaft, Material - Identification Mark -

Thrust shaft, Material - Identification Mark - Intermediate shafts, Material - Identification Marks -

Tube shaft, Material - Identification Mark - Screw shaft, Material - Identification Mark -

Identification Marks on Air Receivers

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

THIS ENGINE HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS. THE MATERIALS AND WORKMANSHIP ARE OF A GOOD QUALITY AND WHEN TESTED IN SHOP UNDER FULL LOAD CONDITIONS THE ENGINE SHOWED SATISFACTORY RESULTS.

IN MY OPINION THIS ENGINE IS SUITABLE FOR THE PURPOSE INTENDED AND WHEN SATISFACTORILY INSTALLED ON BOARD AND REPORTED UPON BY THE SOCIETY'S SURVEYORS WILL BE ELIGIBLE FOR THE NOTATION OF + LLOYDS MACHINERY CERTIFICATE (WITH DATE)

The amount of Entry Fee .. £

1/3" Special ... £ 6 : 0 : 0

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

30-3-1939

When received,

19-5-1939

Committee's Minute

Assigned

Lee Don. Rpt. 17503

Engineer Surveyor to Lloyd's Register of Shipping.



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