

YACHT.

REPORT ON OIL ENGINE MACHINERY.

No. ~~13658~~ 17575

17 AUG. 1929

Rpt. 4b

Date of writing Report 7.8.1929 When handed in at Local Office 16.8.1929 Port of Southampton
 No. in Survey held at Yacht Date, First Survey 17.4.29 Last Survey 7.8.1929
 Reg. Book. 3442 on the Single Screw aux¹ sch "MAID MARION". Tons Gross 126.2
Twin Triple }
 Built at Gosport By whom built Bampse & Melhams Ltd Yard No. When built 1908-6
 Engines made at Manchester By whom made L. Gardner & Sons Ltd. Engine No. 28170 When made 1929
 Donkey Boilers made at - By whom made - Boiler No. - When made -
 Brake Horse Power 54 Owners Sir Harold Bonden Bart. Port belonging to Portsmouth
 Nom. Horse Power as per Rule 15 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

TYPE OF ENGINES, &c.—Type of Engines Vertical Unscrap, An Starting Solid cylinder stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders No. of cylinders Diameter of cylinders No. of cranks Length of stroke
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
 Revolutions per minute See also Weight Manchester Report no 6812

Crank Shaft, dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length thickness Thickness around eye hole
 Flywheel Shafts, 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 Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 3" Is the tube + screw shaft fitted with a continuous liner No liners.

Bronze Liners, thickness in way of bushes as per Rule as fitted 7/16" 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 no 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 Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
 Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine above

Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 Bilge Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line { No. and Size original arrangement - m. main engine. 1 at 1 1/2" 1 at 2" hand pump.
 How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 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 Engine and Boiler Room

In Holds, &c.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Space
 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 yes Are they fitted with Valves or Cocks valves
 Are 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 above
 Are 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

What pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule
 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 yes Is the Shaft Tunnel watertight yes 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

Scavenging Air Pumps, No. Diameter Stroke Driven by
 Auxiliary Engines crank shafts, diameter as per Rule as fitted See Manchester Report no 6812

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule
 Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces
 Is there a drain arrangement fitted at the lowest part of each receiver

High Pressure 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
 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



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					
" " COVERS					
" " JACKETS					
" " PISTON WATER PASSAGES					
MAIN COMPRESSORS—1st STAGE					
" " 2nd "					
" " 3rd "					
AIR RECEIVERS—STARTING					
" " INJECTION					
AIR PIPES					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" " WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for Shafting *London letter of 25.4.29* 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,

A. J. Guthridge

Manufacturer.

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

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft Intermediate shafts *7-4-29* Tube shaft
 Screw shaft *19.4.29* Propeller *17.4.29* Stern tube *17.4.29* Engine seatings *2.7.29* Engines holding down bolts
 Completion of fitting sea connections *15.7.29* Completion of pumping arrangements Engines tried under working conditions *31.7.29*

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
 Thrust shaft, Material Identification Mark Intermediate shafts, Material *original shaft* Identification Marks
 Tube shaft, Material Identification Mark Screw shaft, Material *original shaft* Identification Mark

Is the flash point of the oil to be used over 150° F. *450*

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 of this vessel has been efficiently installed under survey, in accordance with Rule requirements, tried under working conditions & found satisfactory and is in my opinion eligible for the notation +LME (NE) 8.29.

The amount of Entry Fee *See London letter* when applied for,
 Special ... *of £13.7.29* 19
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19

J. McCumlan
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 30 AUG 1929

Assigned

*Home 8.29
 + N.E. 8.29
 5.8.29*

CERTIFICATE WILKINSON 9/9/29
 Oil Engines



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