

YACHT.

REPORT ON OIL ENGINE MACHINERY.

No. 13658

17 AUG 1929

Rpt. 4b

Date of writing Report 7.8.29 When handed in at Local Office 16.8.29 Port of Southampton
 No. in Survey held at Yacht Date, First Survey 7.4.29 Last Survey 7.8.29
 Reg. Book. 3442 on the Single Twin Triple Screw aux sch "MAID MARION" Tons Gross 126.2 Net 91.43
 Built at Gosport By whom built Bamper & Melchams Ltd Yard No. 19086 When built 19086
 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 Owner 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

IL ENGINES, &c.—Type of Engines Vertical uncomp. an starting solid crank 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 Manchester Report no 6812
 Crank Shaft, dia. of journals - as per Rule - Crank pin dia. - Crank Webs - Mid. length breadth - Thickness - as per Rule -
 Flywheel Shafts, diameter - as per Rule - Intermediate Shafts, diameter - as per Rule - Thrust Shaft, diameter at collars - as per Rule -
 Tube Shafts, diameter - as per Rule - Screw Shaft, diameter - as per Rule - Is the tube screw shaft fitted with a continuous liner No liners
 Bronze Liners, thickness in way of bushes - as per Rule - Thickness between bushes - as per Rule - 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 - 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 ahne
 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 main engine 1st 1 1/2" 1st 2" How driven hand pump
 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 -
 ed 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 yes Are the Overboard Discharges above or below the deep water line ahne
 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 yes worked from yes
 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 -

If so, is a report now forwarded?

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Engines m

Manufacturer.

Donkey B

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Engineer Surveyor to Lloyd's Register of Shipping.

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Oil Engines

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