

# YACHT.

20554  
No. 15937

## Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

AUG 1935

Date of writing Report 30.7.1935 When handed in at Local Office 30.7.1935 Port of Southampton

No. in Reg. Book. 3330 Survey held at Humble Date, First Survey 21.6.34 Last Survey 24.7.1935

3330 on the Machinery of the Wood, Iron or Steel sea. sch. ykt. LILY MAID IV (No. of Vols 12)

Tonnage { Gross 37.76 Vessel built at Saint-tomille By whom Chant. Nav. de Saint-tomille When 1928  
 Net 18.81 Engines made at Patinoff By whom Gardner When '35  
 (Donkey) ✓

Nominal Horse Power { 18  
 No. of Main Boilers ✓ Owners Capt. C. E. A. L. Rumbold Owners' Address Port Jersey C.I. Voyage Cruising  
 No. of Donkey Boilers ✓ Managers (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock at Lakes Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 8303 Port Manchester T.S.  
 Particulars of Examination and Repairs (if any) NE + L.M.C.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " ✓

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler June good.

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 21.6.34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/64"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

### Now done :-

Vessel placed on a slipway propeller, screw shaft, stern tube, sea connections and outside fastenings examined.

New Main Engines mentioned in Manchester Rpt. 8303 fitted on board and tried under working conditions with satisfactory results.

On trials 810 revolutions per minute were obtained. The new propeller is Bronze, 30" diameter, 20" pitch, 3 fixed blades and one, 2 1/8 sq. inches.

An additional dynamo, belt driven from the main engine, by Mandaly's Id. has been installed, developing 24 Amps at 25/37 Volts.

The intermediate shafts examined.

Jack tubes & their connections examined. Air bottles, removed, examined internally, tested to 600 lbs/sq" & refilled. Guns & Compressors examined.

### General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&N.S. 9,11, X L.M.C. 9,11, or S.L.M.C. 149 lb., F.D., &c.)

The machinery of this vessel is in an efficient condition and slight, in way opinion, to remain as claimed with fresh Records of S. B. 6.34 & + L.M.C. 7.35 and Rotation + N.E. 7.35.

Survey Fee (per Section 29) <u>N.E.</u>	£ 1 : 16 :	Fees applied for <u>6/8/1935</u>
<u>Stump shaft</u>	1 : 1 :	
Special Damage or Repair Fee (if any) (per Section 29)	£ : : :	Received by me, <u>RD</u> 10/10
<u>Electrical</u>	2 : 2 :	
Travelling expenses (if chargeable)	£ 1 : 0 : 3	

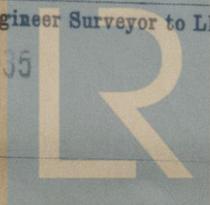
Committee's Minute TUE. 20 AUG 1935

Assigned + L.M.C. 7.35  
+ N.E. 7.35

CERTIFICATE WRITTEN  
14.10.35

FRI. 30 AUG 1935

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W316-0148

Insert Character of Ship and Machinery precisely as in the Register Book.

The electrical installation meggers tested & tried under working conditions and found satisfactory except for the operation of the automatic cut out of the new dynamo which tends to open at full voltage. This does not prevent the efficient operation of the installation and may be dealt with at the owner's convenience.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.