

## YACHT.

## REPORT ON OIL ENGINE MACHINERY.

No. 16791

AUG 27 1937

pt. 4b.

Received at London Office  
 Date of writing Report 24 August 1937 When handed in at Local Office 26 August 1937 Port of Southampton  
 Date, First Survey 25 August 1937 Last Survey 24 August 1937  
 Number of Visits 13

in Survey held at Southampton  
 Book.

Single  
 on the Twin  
 Triple  
 Quadruple  
 Screw vessel

Yadorna

Gross 226.25  
 Net 143.23

uilt at Southampton

By whom built John I. Thorncroft & Co. Ltd. Yard No. 1172 When built 1937  
 By whom made M. A. N. Engine No. 1080 When made 1937

Engines made at Augsburg

By whom made Boiler No. When made  
 Owners G. & W. L. P. Mirasgass Port belonging to Amsterdam

onkey Boilers made at

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ke Horse Power 2 @ 180  
 a. Horse Power as per Rule 2 @ 180

de for which vessel is intended Yacht.

ENGINES, &c.—Type of Engines Heavy Oil 8 1/16" 13" 2 or 4 stroke cycle 4 Single or double acting single

imum pressure in cylinders 49 Diameter of cylinders 220 Length of stroke 330 No. of cylinders 2 x 6 No. of cranks 2 x 6

of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

utions per minute Flywheel dia. 1918 Means of ignition Kind of fuel used

ank Shaft, dia. of journals as per Rule as fitted Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye hole

Wheel 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

e Shaft, diameter as per Rule as fitted 3.47 3 3/8 Is the tube screw shaft fitted with a continuous liner No.

ize Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the

eller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

he 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

wo 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

eller, dia. 4'-0" Pitch 4'-1" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 5.25 sq. feet

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

lined Thickness of cylinder liners 15 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

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 1/4 funnel

ding Water Pumps, No. One each Engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

at special arrangements are made for dealing with cooling water if discharged into bilges Discharge overboard.

ge Pumps worked from the Main Engines, No. One each Diameter 60 Stroke 120 Can one be overhauled while the other is at work Yes

mps connected to the Main Bilge Line No. and Size One 10/18 1/2 ton per hour Electric motor.

blast Pumps, No. and size None Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size Duplex gear type pumps on each engine connected

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

mps, No. and size:—In Machinery Spaces One of 2" and one of 2 1/4" In Pump Room

Holds, &c. Forward Two of 2" Aft Compartment Three of 2" You Deck Hand Pump 2" suction.

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One of 2 1/4"

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

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

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

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 Below

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

at pipes pass through the bunks None How are they protected

at pipes pass through the deep tanks None 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 Yes

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 Yes Is the Shaft Tunnel watertight No tunnel Is it fitted with a watertight door worked from

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

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

uxiliary 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

Auxiliary Engines crank shafts, diameter as per Rule as fitted 2 3/8" Position One Aft side of Engine Room.

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

Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes

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 Actual

Starting Air Receivers, No. Two Total cubic capacity 2 x 600 Internal diameter 572 thickness 14

Seamless, lap welded or riveted longitudinal joint Electric welded Material S.M. steel Range of tensile strength 41/47 Working pressure by Rules Actual

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## IS A DONKEY BOILER FITTED?

If so, is a report now forwarded? ☒

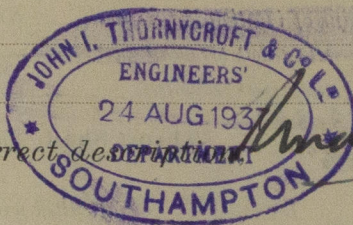
Is the donkey boiler intended to be used for domestic purposes only?

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

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 shafts 25/5/37 Intermediate shafts 25/5/37 Tube shaft ☒

Screw shafts 25/5/37 Propellers 1/6/37 Stern tubes 1/6/37 Engine seatings 1/6/37 Engines holding down bolts 13/7/37

Completion of fitting sea connections 9/7/37 Completion of pumping arrangements 12/8/37 Engines tried under working conditions 18/8/37

Crank shaft, Material Bremen Report Identification Mark ☒ Flywheel shaft, Material Identification Mark ☒

Thrust shafts Material S.M. steel Identification Mark W LLOYD'S 658 Intermediate shafts, Material S.M. steel Identification Marks W LLOYD'S

Tube shaft, Material ☒ Identification Mark ☒ Screw shafts Material S.M. steel Identification Mark W LLOYD'SIs the flash point of the oil to be used over 150° F. ☒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, &amp;c. Please also see Bremen Report No. 1918)

The machinery of this vessel has been built under special survey, in accordance with approved plans and the Rules. The materials and workmanship are good. It has been efficiently fitted on board and proved satisfactory under working conditions and in opinion is eligible to have the notation of S.H.M.P. 8.37 made in the Yacht Register.

Certificate (if required) to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee .. £ : : When applied for,  
Special ... £ 4-5- : 26/8/1937  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 8-9-1937

Committee's Minute TUE 7 SEP 1937

Assigned

+ Enc 8.37

in Eng

CERTIFICATE WRITTEN  
10.7.37

Engineer Surveyor to Lloyd's Register of Shipping.



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