

YACHT. REPORT ON OIL ENGINE MACHINERY.

No. ²¹⁵³⁷ 1918.

Received at London Office

MAY 21 1937

Survey Report 10th May 1937. When handed in at Local Office 18.5. 1937. Port of Bremen
Date, First Survey Jan. 29th 37 Last Survey 10th May 1937.
Survey held at Fugsborg Number of Visits 40

on the Single Screw vessel "Yadorna" Tons { Gross 226.25
Triple Net 145.23
made at Southampton By whom built Messrs. John, J. Thornycroft Yard No. 1172 When built 1937
Boilers made at Fugsborg By whom made Messrs. M. A. M. Engine No. 501070/1080 When made 1937
Horse Power 180 By whom made G & W. P. Missegas Boiler No. ✓ When made ✓
Horse Power as per Rule 2x43.7 Owners G & W. P. Missegas Port belonging to Amsterdam
for which vessel is intended Yacht Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓

Engines, &c. Type of Engines 2x96Y33 2 or 4 stroke cycle 4 Single or double acting single
pressure in cylinders 49 Diameter of cylinders 220 Length of stroke 330 No. of cylinders 2x6 No. of cranks 2x6
Indicated Pressure 6.9 Is there a bearing between each crank yes
bearings, adjacent to the Crank, measured from inner edge to inner edge 258 Means of ignition di. ign. Kind of fuel used gas oil on test bed
Revolutions per minute 380 Flywheel dia. 750 Weight 1050kg Mid. length breadth 240 Thickness parallel to axis shrunk
Solid forged dia. of journals as per Rule 130 Crank pin dia. 130 Crank Webs Mid. length thickness 61 Thickness around eyehole as per Rule
Intermediate Shafts, diameter as fitted as per Rule Thrust Shaft, diameter at collars as fitted as per Rule
Screw Shaft, diameter as fitted as per Rule Is the { tube } shaft fitted with a continuous liner { ✓

Liners, thickness in way of bushes as fitted as per Rule Is the after end of the liner made watertight in the ✓
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
Is an approved Oil Gland or other appliance fitted at the after end of the tube ✓
Length of Bearing in Stern Bush next to and supporting propeller ✓
Total Developed Surface ✓ sq. feet
No. of blades ✓ Material ✓ whether Moveable ✓ Means of lubrication ✓
Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes
Are the exhaust pipes and silencers water cooled or lagged with ✓
Thickness of cylinder liners 15mm Are the cylinders fitted with safety valves yes
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓

Water Pumps, No. 1 each engine 5.5 inch suction provided with an efficient strainer which can be cleared within the vessel ✓
Pumps worked from the Main Engines, No. 1 each Diameter 60 Stroke 120 Can one be overhauled while the other is at work ✓
No. and Size ✓ How driven ✓
If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping ✓
Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size ✓
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge ✓
In Pump Room ✓
Two independent means arranged for circulating water through the Oil Cooler ✓
No. and size:—In Machinery Spaces ✓
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓
Are the Bilge Suctions in the Machinery Spaces ✓

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ✓
Are they fitted with Valves or Cocks ✓
Are the Overboard Discharges above or below the deep water line ✓
Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓
How are they protected ✓
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 ✓
Is the Shaft Tunnel watertight ✓
Is it fitted with a watertight door ✓ worked from ✓

in Air Compressors, No. 1 No. of stages 2 Diameters 80/70 Stroke 80 Driven by main engine
Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 80/70 Stroke 80 Driven by ✓
Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 80/70 Stroke 80 Driven by ✓
Is provision is made for first Charging the Air Receivers ✓
Diameter ✓ Stroke ✓ Position ✓
Auxiliary Engines crank shafts, diameter as fitted as per Rule Is a report sent herewith ✓
Are the Auxiliary Engines been constructed under special survey ✓

AIR RECEIVERS:—Have they been made under survey yes Are reports or certificates now forwarded please see air
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
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
Starting Air Receivers, No. 2 Total cubic capacity 2 x 600 L Internal diameter 572 mm thickness 14
Seamless, lap welded or riveted longitudinal joint electric fusion welded Material S. M. steel Range of tensile strength 41-47 Working pressure by Rules 3
Actual 3

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 13. 10. 36 Receivers 18. 12. 36. Separate Fuel Tanks.
(If not, state date of approval)

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 yes

State the principal additional spare gear supplied as per Rules

The foregoing is a correct description,
Maschinenfabrik Augsburg-Nürnberg A.-G.
for the machine Manufacturer.

Dates of Survey while building { During progress of work in shops - Jan. 29, 30. Ebr. 9. 10. 13. 15. 16. 18. 19. 20. 22. 23. 26. March 1. 3. 4. 5.
During erection on board vessel - 12. 13. 15. 16. 17. 22. 23. 24. 30. 31. April 2. 3. 6. 27. 28. 30. May 4. 5. 7. 10.
Total No. of visits 40

Dates of Examination of principal parts—Cylinders 13. 15. 2. 37. Covers 18. 2. 37. Pistons 18. 120. 2. 37. Rods - Connecting rods 18.
Crank shaft 29. 30. 1. 37. 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 S. M. steel Identification Mark Logo V. S. 22. 20. 1. 37. Flywheel shaft, Material Identification Mark
Thrust shaft, Material Identification Mark J. L. 11 7 8. 30. 1. 37. Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is 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 yes If so, state name of vessel Yan 660 Hiltou Eijendoord (aux en)

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

These 2 heavy oil main engines have been constructed under special survey in accordance with the Soc. Rules and Regulations, as well as with the approved plans and instructions hereto. The material used in the construction is good and the workmanship satisfactory. The engines have been tested running under full load, 10% overload and part load during 12 hours on the maker's test bed in the presence of the undersigned and were to work satisfactorily during these trials.

In our opinion the vessel for which these main engines are intended will be eligible for the notation of + U.M.C. (with date) when the whole machinery has been fitted satisfactorily on board and tried under full working conditions.

The amount of Entry Fee 4/5 Rm 32.00: When applied for,
Special ... 4/5 Rm 35.20: 20. 5. 1937.
2 x 400 Rm Trial ... 11 126.00
Donkey Boiler Fee ... 1/2 80.00: When received,
2 Weld. Air Receivers ... 1/2 40.00: 17 July 1937
Travelling Expenses (if any) 1/2

Committee's Minute TUE 7 SEP 1937

Assigned See Log 16791

W. Schmidt. N. Petersen.
Engineer Surveyor to Lloyd's Register of Shipping



© 2019

Lloyd's Register
Foundation