

YACHT. REPORT ON OIL ENGINE MACHINERY.

No. 13626

20 JUL 1929

Received at London Office

Report 19/7/29 When handed in at Local Office 19/7/29 Port of Southampton
Survey held at Southampton Date, First Survey 12 Feb 1929 Last Survey 16 July 1929
Number of Visits 5
on the ^{Single} Twin ^{Triple} Screw motor sch. yacht RHODORA
Southampton By whom built Camper Nicholson Ltd Yard No. 363 When built 1929
made at Wintonthorpe By whom made Sulzer Bros Engine No. 6033 When made 1929
Boilers made at By whom made Boiler No. When made
orse Power 1350 (Total) Owners L. Rothschild Port belonging to Southampton
orse Power as per Rule 375 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.

GINES, &c.—Type of Engines DIESEL 2 or 4 stroke cycle 2 Single or double acting single

Pressure in cylinders. No. of cylinders Diameter of cylinders No. of cranks Length of stroke

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

per minute Flywheel dia. Weight Means of ignition Kind of fuel used heavy oil.

aft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth shrunk Thickness parallel to axis

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

Screw Shaft, diameter as per Rule as fitted Is the tube shaft fitted with a continuous liner yes

Bushes, thickness in way of bushes as per Rule as fitted Thickness between bushes as per rule as fitted 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

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

are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

tube shaft Length of Bearing in Stern Bush next to and supporting propeller 2'-4" 1/2"

connecting rods dia. 6'-6" Pitch 8'-7" No. of blades 4 Material Bronze whether Moveable not Total Developed Surface 14 sq. feet

e shaft reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

en bolts Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

ditions If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Mark See exater Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Marks Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Mark ected to the Main Bilge Line No. and Size 2 - 3" A.G. Langdon

Pumps, No. and size none Lubricating Oil Pumps, including Spare Pump, No. and size

dependent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

and size:—In Engine and Boiler Room 2, 2" 5, 2"

Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2, 2" & 1, 3"

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

ly accessible mud-boxes, placed above the level of the working floor, with tail pipes to the bilges having an easy curve. Yes.

Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks yes

sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line on

fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

pass through the bunkers How are they protected

pass through the deep tanks Have they been tested as per Rule

Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

ment 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

to another. yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

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

Air Compressors, No. No. of stages 2 Diameters 3 1/2" Air Driven by Elec. Motor

Air Compressors, No. No. of stages 2 Diameters 3 1/2" Stroke 3" Driven by Paraffin Eng.

Air Pumps, No. Diameter Stroke Driven by

Engines crank shafts, diameter as per Rule as fitted Manchester Rpt. dated 24/14/29

EIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule 5. Yes fitted on compressors & air line.

all surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

in arrangement fitted at the lowest part of each receiver

re Air Receivers, No. Cubic capacity of each Internal diameter thickness

elided or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Receivers, No. Total cubic capacity Internal diameter thickness

elided or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

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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	27.6.29. 2.7.29	1000 $\frac{1}{2}$ lb	2000 $\frac{1}{2}$ lb	✓	✓
INJECTION					
AIR PIPES	11/6/29	5 $\frac{1}{2}$ lb	30 $\frac{1}{2}$ lb	✓	✓
FUEL PIPES					
FUEL PUMPS					
SILENCER					
WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for Shafting *yes* Receivers *✓* Separate Tanks *14/3/29*
(If not, state date of approval)
Donkey Boilers *✓* General Pumping Arrangements *yes* Oil Fuel Burning Arrangements *✓*

SPARE GEAR

The foregoing is a correct description.

PER PRO
CAMBER & NICHOLSONS LTD
F. Blake
MANAGER
Manufacturer.

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 22/4/29 Tube shaft 22/4/29
Screw shaft 22/4/29 Propeller 16/7/29 Stern tube 20/3/29 29/4/29 Engine seatings 12/2/29 Engines holding down bolts 11/6/29
Completion of fitting sea connections 23/5/29 Completion of pumping arrangements 16/7/29 Engines tried under working conditions
Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
Thrust shaft, Material Identification Mark Intermediate shafts, Material S.H.I.S. Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material S.H.I.S. Identification Mark

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

Is this machinery duplicate of a previous case If so, state name of vessel

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

The machinery has been installed in accordance with the plans & the requirements of the Rules. The workman ship materials are good.
When the machinery has been tested & found satisfactory under working conditions it will be eligible in my opinion for classification with the notation + L.H.C. 7.29

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 16 : 5 : 19
Donkey Boiler Fee ... £ (5 Winterton place) When received, 13.7.1929
Travelling Expenses (if any) £

Committee's Minute

Assigned

TUE. 23 JUL 1929

WED. 7 AUG 1929

+ L. M. C. 7.29
Oil Engines

C.L.

Engineer Surveyor to Lloyd's Register of

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Outstanding must details for