

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

(Received at London Office.)

Date of writing Report August 8th 1940 When handed in at Local Office 19 Port of Chicago Illinois
 No. in Reg. Book 1081 Survey held at Chicago, Illinois Date, First Survey February 16 Last Survey April 18th 1940
 on the Machinery of the Wood, Iron or Steel Yacht "Carolita" (Diesel) (No. of Visits 4)
 Tonnage Gross 284 Net 144 Vessel built at Kiel, Germany By whom F. Krupp Germaniawerft When 1923 -
 Engines made at ✓ By whom ✓ When 1923 -
 Nominal Horse Power 187 Boilers, when made (Main) ✓ (Donkey) ✓
 No. of Main Boilers None Owners Norman S. Buckley Owners' Address Port Chicago, Ill. Voyage ✓
 No. of Donkey Boilers None Managers ✓ (if not already reported in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both Port Chicago, Ill.
 in Donkey Boilers ✓ (State name of Dock.) Sturgeon Bay S.B. & D.D. Co.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. ✓ Port ✓Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially 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 ✓

Present condition of funnel(s) Satisfactory

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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined Yes Is it fitted with continuous liner? Yes

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? ✓ 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 April 18-1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close-reined

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Rushes, sea connections and fastenings examined and found in good order; port screw shaft drawn and found satisfactory; cylinders, pistons, valves and valve gear examined and found satisfactory; connecting rods, top and bottom ends, crossheads and guides found in good order; pumps, clutches, reversing gears examined and found satisfactory; crank, thrust and intermediate shafts examined and found in good order; cylinders, pistons and valves of air compressors found satisfactory; air receivers examined internally and found satisfactory; fuel storage tanks, daily service tanks, their fittings and connections examined and found satisfactory; valves, cocks, pipes and strainers of the pumping arrangements found in good order; electrical equipment examined, tested and found in good order; maneuvering of engines tested under working conditions and found satisfactory. LMC now

General Observations, Opinion, and Recommendation: conditions and found satisfactory. LMC now

(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.M.S. 9,11, & L.M.C. 9,11, or completed.)

The machinery of this vessel is in good order and eligible, in my opinion, to remain as now classed in the Register Book with fresh record of LMC 4-40 and port T.S. seen 4-40.

Survey Fee (per Section 29) Machinery 90 ~ Port 20 ~ Fees applied for Aug. 12 1940
 Special Damage or Repair Fee (if any) 5 ~ Received by me, 19
 Travelling expenses (if chargeable) \$

Committee's Minute NEW YORK AUG 21 1940

Assigned LMC - 4, 40

P.T.S. 4, 40.

James Logg
 Engineer Surveyor to Lloyd's Register of Shipping.

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 Foundation

Noted
GA
28/9/40



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