

# YACHT.

13 JUL 1935

20102

No. 36116

Rpt. 8.

(Received at London Office)

## REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1 July 1935 When handed in at Local Office 1 July 1935 Port of NEW YORK

No. in Survey held at New York + Stamford, Conn. Date, First Survey 19 Nov 1934 Last Survey 25 June 1935  
Reg. Book. (No. of Visits 11.)

263 AYR on the Wood, Iron or Steel tw. sc motor yacht CAROLITA ex RIPLE

TONNAGE:— Built at Kiel By whom F Knupp A/S Germania Werft. When 1923 —  
GROSS 284 Owners F. Donald Coster Owners' Address Fairfield Conn.  
(if not already recorded in Appendix to Register Book.)

UNDER DK. — Managers Jacobs City Island Port belonging to Bridgport, Conn.  
NET 144

Surveyed Afloat  in Dry Dock? yes Name of Dock Luders Stamford Destined Voyage Yachting.

WB=CellDBorDBa feet; uE&B feet; f feet feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
100A (Class contemplated)		(including date of N.B., if any).

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined  
Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

S. S. N<sup>o</sup>s.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Vessel dry docked (twice) bottom + rudder cleaned, sighted found or made good + recoated (twice).  
Exam<sup>t</sup> internally Fore Peak, Forward Compartment, Machinery Space, Aft Compartment + Lazarette + all nonwork found in good condition, cleaned + recoated where necessary. Shell Plating under port lights examined + found good  
Fresh Water + Oil Fuel Tanks cleaned out + examined internally, + F.W tanks recoated. Afterwards tested as per Rule + found good + tight  
Exam<sup>t</sup> decks, steering gear + windlass, hatchways + companions, ventilators air + sounding pipes, pumps + watertight doors + all found or made good P.T.O

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Good						
Decks	State if Tanks have been examined inside	Good						
Caulking of Decks	State if Tanks now tested	GOOD						
Coamings	Bulkheads	GOOD						
Beams & Fastenings	Ceiling	GOOD						
Outside Plating	Gement or Asphalt (State which.)	GOOD						
„ „ in way of sidelights	Rudder	GOOD						
Breasthooks	Steering gear and its connections	GOOD						
Transoms	Windlass	GOOD						
Frames	Have pumps now been examined and found efficient?	GOOD						
Reverse Frames	Have Sluice Valves now been examined and found efficient?	NONE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Longitudinals	Have Watertight Doors now been examined and found efficient?	GOOD						
Transverses	Have Ventilators and their Coamings been examined and found efficient?	GOOD						
Floors		GOOD						
Keelsons		GOOD						
Stringers		GOOD						
Inner Bottom Plating		GOOD						

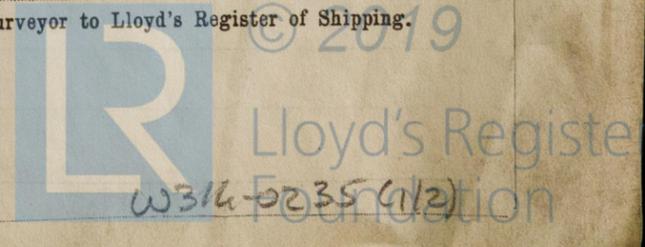
### General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notation of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pEND24, &c."  
This yacht is now in good condition + eligible, in my opinion, to be classed 100A1 with date of survey 6.35 + notation of S.S N<sup>o</sup>s 6-35.

Survey Fee (per Section 20)	£	HULL FEE Charged on 1st E. Rpt.	Fees applied for.	13-6-1935
Special Damage or Repair Fee (if any) (per Sec. 20)	£25		Received by me,	18-6-1935
Travelling Expenses (if chargeable)	£		For H. G. House + self	
Second Surveyor's Fee (if any)	£		John S. Heck	

NEW YORK JUL 3-1935

Committee's Minute  
Character Assigned See 1st Entry Report



Vertical text on the left margin: "The Surveyors are requested not to write on or below the space for Committee's Minute."

Vertical text on the right margin: "Is Certificate required? If so, to be sent to NEW YORK"

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Rpt. 9a.  
Port of New York

Continuation of Report No. dated 100 July 1935 on the

tw. sc. motor yacht CAROLITA ex RIPPLE

Chain Cables ranged + found good 164 fathoms  $\frac{13}{16}$  dia (300 notes 20 n/w)  
Anchors + General Equipment examined + found or made good.  
Masts + Spars + Rigging examined tested by picking + sounding + found good.

Repairs now done

Teak Deck sheathed over with 2" Teak Sheathing  
Otherwise no structural repairs found necessary  
A large amount of alterations effected to Owner's Quarters  
2 new Anchors supplied. For particulars see back of 1st page.  
Pumps overhauled + made good.

Damage Repairs. Various causes, not stated

Several slight indentations in Hull Plating faired in place.

For H. G. House + self  
John S. Heck

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		lbs.	Qwts. grs. lbs.	Qwts. grs. lbs.	Qwts. grs. lbs.	Qwts. grs. lbs.	Qwts. grs. lbs.			
12752	1st Bower ...	800	Stockless	21/168	686	ADIRAL	PENN SEABOARD	CHESTER PA		
12753	2nd "	800	"	"	560	"	ST. CASTING	15/4/35		
	3rd "						CONF	N. Bennett		
	Collectors Weight.									
	Stream .....									
	Kedge.....									

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Tons.	Qwts. grs. lbs.	Tons.	Qwts. grs. lbs.					

Iron Stream Chain or Steel Wire...

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.