

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

13 JUL 1935

(Received at London Office)

Date of writing Report 1st July 1935 When handed in at Local Office 1st July 1935 Port of New York

No. in Reg. Book. 26344R Survey held at New York + Stamford Conn. Date, First Survey 19 Nov 1934 Last Survey 25 June 1935 (No. of Visits 11)

on the Machinery of the Wood, Iron or Steel tw. sc. motor yacht CAROLITA ex RIPLE

Tonnage { Gross 284 Vessel built at Kiel By whom F. Krupp AG Germany Weg When 1923
Net 144 Engines made at d. By whom d. When d.

Nominal Horse Power 93 Boilers, when made (Main) (Donkey)

No. of Main Boilers ✓ Owners F. Donald Coster Owners' Address Fairfield, Conn.
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Port Bridgeport Conn. Voyage Yachting

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Jacobs New York Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ (State name of Dock.) Ludus Stamford afloat

Last Report No. PortParticulars of Examination and Repairs (if any) LMC

(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 ✓

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

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? No 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 21/11/34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32

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

Is electric light and/or power fitted? YES

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE

Vessel dry docked. Both tail shafts drawn, examined, found good + refitted. Propellers stem bushes, sea cocks + fastenings examined + found good.

Main engines examined complete + found a made good. Thrust + line shafting examined + found good

Accessories were examined + found good. Air receivers examined + found good

Pumps + pumping arrangements examined + found good.

Engines tried + full power, + maneuvered + found satisfactory

Electric Light.

Electrical installation examined + tested, + tried at full load + found good.

General Observations, Opinion, and Recommendation:—

(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 L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is now in good + safe working condition + eligible, in my opinion, to receive the notation LMC 6.35 + T.S. 11.34, with notation OIL ENG.

Survey Fee (per Section 29) £ Charged on Hull Fees applied for 19
Special Damage or Repair Fee (if any) £ 1st E. Rpt. Received by me, 19
Travelling expenses (if chargeable) £

Committee's Minute

Assigned LMC 6.35 Oil Eng.T.S. 11.34CERTIFICATE WRITTEN
22.8.35

FOR W. H. RUNHAM & SELF

John S. Heck
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W314-0238 (112)

MACHINERY OF

tw se motor yacht CAROLITA coc RIPLE

Repairs now doneMAIN ENGINES

All pistons + cylinder liners renewed. A large n of Valves renewed

Main Compressors

All piston rings renewed

Air Coolers + Lubricating Oil Coolers

re-tubed

Ancillaries

Two new ancillaries fitted

Pumps

Overhauled + made good, + an extra bilge pump

(rotary 20 GPM) fitted.

A large amount of water piping renewed

Electric Light Wiring

Two new Generators (2 Kw + 9 Kw) fitted

Practically all wiring in Owners quarters renewed.

J. S. H.