

YACHT.

20102

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 3646

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

No. in Survey held at New York + Stamford Conn. Date, First Survey 19 Nov 1934. Last Survey 25 Jun 1935

Reg. Book. 927 Single on the Twin Triple Screw yacht CAROLITA ex RIPLE

Built at Kiel By whom built Fr. Krupp Germania Werft Yard No. 463 When built 1923.

Engines made at d. By whom made d. Engine No. 1389 When made 1923

Monkey Boilers made at NONE By whom made Boiler No. When made

Brake Horse Power 250 EACH ENGINE Owners F. DONALD COSTER Port belonging to Bridgeport, Conn.

Nom. Horse Power as per Rule 93 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended

L ENGINES, &c.—Type of Engines YACHT 2 or 4 stroke cycle 4 Single or double acting SINGLE

Maximum pressure in cylinders 500 LBS Diameter of cylinders 12 5/8" Length of stroke 13 3/4" No. of cylinders 6 No. of cranks 6

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 15 1/2 Is there a bearing between each crank YES

Revolutions per minute 275 Flywheel dia. Weight Means of ignition COMPRESSION Kind of fuel used FUEL OIL

Crank Shaft, dia. of journals as per Rule 6.92 Crank pin dia. 7 1/2" Crank Webs Mid. length breadth 12 1/2 Thickness parallel to axis

Flywheel Shaft, diameter as per Rule 5.58' Intermediate Shafts, diameter as per Rule 5.15 Thrust Shaft, diameter at collars as per Rule 5.45

Tube Shaft, diameter as fitted 6 1/8" Screw Shaft, diameter as fitted 6 1/8" Is the tube screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the

Propeller boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

If 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

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

Shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 24"

Propeller, dia. 61" Pitch No. of blades 3 Material BRONZE whether Moveable No Total Developed Surface sq. feet

Method of reversing Engines AIR Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication

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

Non-conducting material YES If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine LED UP

Cooling Water Pumps, No. 2 ATTACHED Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

What special arrangements are made for dealing with cooling water if discharged into bilges DISCHARGE OVERBOARD

Bilge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1-5 3/4 x 5 DUPLEX 1-ROTARY 20 GPM 1 DOWNTON PUMP

How driven ELEC. MOTOR ELEC. MOTOR HAND

Ballast Pumps, No. and size 2-3 x 4, 1-5 3/4 x 5 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 3 ROTARY PUMPS

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 1-3" 1-1 1/4 In Pump Room

In Holds, &c. 1-3" EACH COMPARTMENT

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-1 1/4

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

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES

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

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

What pipes pass through the bunkers NONE How are they protected

What pipes pass through the deep tanks NONE Have they been tested as per Rule YES

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

Is the arrangement 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

compartment to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door YES worked from ENG. ROOM

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 1-63-3-24

Main Air Compressors, No. 1 EACH ENG No. of stages 4 Diameters 8.47-9.87 Stroke 7.87" Driven by CRANK SHAFT

Auxiliary Air Compressors, No. NONE No. of stages 2 Diameters Stroke Driven by ELEC. MOTOR

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters Stroke Driven by

Scavenging Air Pumps, No. NONE Diameter Stroke No. 1-3 CYL FAIRBANKS HORSE, 1-2 CYL MIAN

Auxiliary Engines crank shafts, diameter as per Rule 3 2 3/8 Position E.R. PORT. E.R. STB

IR RECEIVERS:—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

High Pressure Air Receivers, No. 6 Cubic capacity of each 13.4 cu. ft. Internal diameter 16.1" thickness .67"

Seamless, lap welded or riveted longitudinal joint SEAMLESS Material STEEL Range of tensile strength Working pressure by Rules 100 LBS

Starting Air Receivers, No. As ABOVE Total cubic capacity Internal diameter thickness Working pressure by Rules 925

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure Actual

IS A DONKEY BOILER FITTED?

No

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

CRANK SHAFT

YES

Receivers

YES

Separate Tanks

No

Donkey Boilers

✓

General Pumping Arrangements

YES

Oil Fuel Burning Arrangements

✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied

VESSEL CARRIES FULL SPARE GEAR IN MERCHANT SHIP RULES.

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.

Dates of Survey
 { During progress of work in shops - 1934 Nov 19, 21, 1935 JAN 9 Feb 27 MAR 2, 8 JUN 1, 5, 11, 14, 25
 { During erection on board vessel -
 { Total No. of visits
 Dates of Examination of principal parts - Cylinders 9/1/35 8/3/35 Covers 9/1/35 8/3/35 Pistons 9/1/35 8/3/35 Rods 9/1/35 8/3/35 Connecting rods 9/1/35 8/3/35
 Crank shaft 9/1/35 8/3/35 Flywheel shaft - Thrust shaft 9/1/35 8/3/35 Intermediate shafts 21/11/34 Tube shaft 21/11/34
 Screw shaft 21/11/34 Propeller 5/5/35 Stern tube 21/11/34 Engine seatings 19/11/34 Engines holding down bolts 19/11/34
 Completion of fitting sea connections 21/11/34 Completion of pumping arrangements 1/6/35 Engines tried under working conditions 25/6/35
 Crank shaft, Material STL Identification Mark - Flywheel shaft, Material STL Identification Mark ✓
 Thrust shaft, Material " Identification Mark ✓ 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.

No

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

YES

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

No

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

No

If so, state name of vessel

✓

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

The machinery of this yacht was not built under Special Survey but it has been examined in accordance with the Rules. It complies with the Rules & the workmanship & material are good.

The machinery has been satisfactorily tried at full power, & manoeuvred, at sea & it is now in good & safe working condition & eligible, in my opinion, to receive the notation L.M.C. 6.35 & Oil Eng. in the Yacht Register.

FOR W. H. RUNHAM & SELF

The amount of Entry Fee .. £ Charged : When applied for,
 Special ... £ : 19
 Donkey Boiler Fee ... £ Hull :
 Travelling Expenses (if any) £ Rpt. : When received, 19

Committee's Minute

Assigned

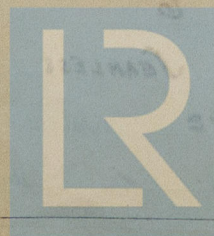
Oil Eng.

NEW YORK JUL 3 - 1935

L.M.C. 6, 35

John S. Heck

Engineer Surveyor to Lloyd's Register of Shipping.



© 2019

Lloyd's Register Foundation