

# YACHT.

20102

## REPORT ON OIL ENGINE MACHINERY.

No. 3646

Rpt. 4b.

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 on the Twin Screw yacht CAROLITA ex RIPPLE Tons <sup>Gross</sup> 284 <sub>Net</sub> 144

Built at Kiel By whom built F. 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 ✓

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

Actual Horse Power as per Rule 93 <sup>total 187</sup> Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended YACHT

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

Revolutions per minute 275 Flywheel dia. 15 1/2" Is there a bearing between each crank YES

Crank Shaft, dia. of journals 6.92 Crank pin dia. 7 1/2" Crank Webs 12.2 Kind of fuel used FUEL OIL

Flywheel Shaft, diameter 5.58 Intermediate Shafts, diameter 6.14 Thrust Shaft, diameter at collars 6.5

Tube Shaft, diameter 6.5 Screw Shaft, diameter 6.5 Is the tube shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes YES Thickness between bushes 5.15 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 ✓

Propeller, dia. 61" Pitch ✓ No. of blades 3 Material BRONZE whether Moveable No Total Developed Surface 24" 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 YES Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled or lagged with non-conducting material LED UP STACK

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 1-5 3/4 x 5 DUPLEX 1-ROTARY 20 GPM 1 DOWNTON PUMP

Ballast Pumps, No. and size 2-3x4, 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 the Bilge Suctions in the Machinery Spaces YES

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 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 ✓

Main Air Compressors, No. 1 EACH ENG No. of stages 4 Diameters 1.63-3.24 Stroke 7.87" Driven by CRANK SHAFT

Auxiliary Air Compressors, No. NONE No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

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

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

Auxiliary Engines crank shafts, diameter 3 2 7/8 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

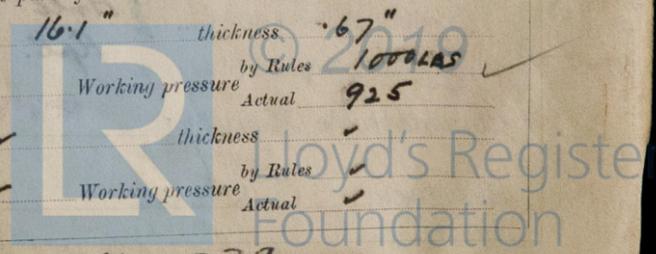
Can the internal surfaces of the receivers be examined and cleaned YES Is a drain fitted at the lowest part of each receiver YES

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 1000 LBS

Starting Air Receivers, No. As ABOVE Total cubic capacity ✓ Internal diameter ✓ thickness ✓

Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure Actual 925



W314-0239

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 Covers 9/1/35 Pistons 9/1/35 Rods 9/1/35 Connecting rods 9/1/35  
Crank shaft 8/3/35 Flywheel shaft - Thrust shaft 8/3/35 Intermediate shafts 2/11/34 Tube shaft 2/11/34  
Screw shaft 2/11/34 Propeller 5/5/35 Stern tube 2/11/34 Engine seatings 19/11/34 Engines holding down bolts 19/11/34  
Completion of fitting sea connections 2/11/34 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, & manœuvred, 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.**

NEW YORK.

FOR W. H. RUNHAM & SELF

The amount of Entry Fee .. £ **Charge** : When applied for.  
Special **m** ... £ : : 19.  
Donkey Boiler Fee ... £ **Hull** : :  
Travelling Expenses (if any) £ **Rpt.** : : 19.

**John S. Heck**

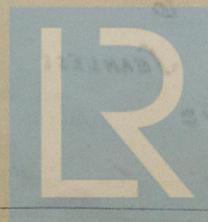
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK JUL 3 - 1935

Assigned **Oil Eng.**

**L.M.C. 6, 35**



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