



Lloyd's Register of Shipping.

3, Steinhoeft,

Hamburg, 10th January, 1924.

Reference

Dear Sir,

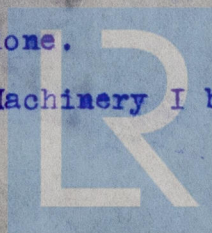
Re Motor Yacht " R I P P L E ".

With reference to your letter of the 2nd inst. enclosing copy of a report from the Society's Surveyors at Jacksonville, I beg to inform you that the materials used in the construction of the above named yacht were not tested by the Society's Surveyors.

Under the terms of the Contract the survey to be held by Lloyd's Register of Shipping was for the purpose of granting a certificate "in writing to the effect that the construction of the vessel, her trial and delivery have been performed in full accord with the plans and specifications and this agreement".

In this connection Mr. Cox personally informed us that we should go through the specification and plans and watch that the requirements embodied therein were fully complied with and this has been done.

With regard to the Machinery I beg to state that



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the necessary hydraulic tests as required by the Rules of the Germanischer Lloyd and as would be required by this Society have been carried out. The Main engines and all auxiliaries were tested during a dock trial of 6 hours. Subsequently the undersigned attended a further 6 hours official trial trip in the Baltic where the Machinery was tested under full working and manoeuvring conditions when they worked to the full satisfaction of the undersigned and the representatives of Messrs. Cox & Stevens. After this 6 hours trial the yacht started for another 24 hours trial trip under full working conditions in order to exercise the crew. No complaints were reported after this 24 hours trial trip.

The vessel left Kiel for Southampton and no damage was reported to the engineer of Messrs. Krupp who was present at Southampton.

From Southampton the yacht sailed via Madeira for Bermudas, and during this voyage the piston rings of No 3 and 4 stage of main compressors are reported to have broken. The Chief Engineer stated in his report to Messrs. Krupp that only slight shoulders in the compressor cylinders were found, which were removed by scraper, but that he altered the original construction as shown on attached sketch and that he ordered new rings at Bermudas.

This alteration is not in our opinion a workman-like job, and the material used for the rings was probably not suit-

able and the replacing of the upper compressor parts (please see attached sketch) was not carried out with the necessary care, so that it is possible that the compressors were found to be out of line on arrival at Jacksonville.

It may be mentioned that this small vessel had very rough weather during her voyage.

The S.K.W. Generator cover showed no defects. during construction and subsequent trials.

With regard to the Hull on reference to the list of 55 items mentioned in the Jacksonville report, copy of which has been obtained from the Builders, there is nothing in this list which in any way reflects upon the survey carried out by the Society's Surveyors.

The list comprises a few minor items of damage due to heavy weather but the greater majority are alterations and rearrangements required by the Owners representatives and are such as would generally be required in a vessel of this kind.

We are, Dear Sir,

Yours faithfully

L. Mess. Friedrich

The Secretary,
LONDON.



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