

YACHT. (Received at London Office 27 JAN 1933) No. 12481
REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23/1/33. When handed in at Local Office 23/1/33. Port of GENOA
No. in Survey held at GENOA Date, First Survey 15/9/32 Last Survey 16/1/33. 10x
Reg. Book. on the ~~Wood, Iron or Steel~~ Twin Sc. Sch. "AAR V"

Tonnage: Built at Glasgow By whom D. & W. Henderson & Co. Ltd When 1903 8
GROSS 427.2 Owners E.M. Arenberg Owners' Address
Net 180 Managers Port belonging to Hamburg

Surveyed Afloat or in Dry Dock? Both Name of Dock Grazie Dry Dock & Destined Voyage Cruising
WB=CellDBorDBa feet; uE&B Afloat Genoa Harbour.
total capacity tons. FPT tons; APT tons; MT feet tons.

Last Report, No. 15441 Port yf
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. 11-30
ss. Sec. 2nd N°3-3-26

(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 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. Y 20/7/32 & 20/9/32. "E" 2 x 15/12/32 - "S" 17/1/33

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 2ND N°3 FOR RECLASSIFICATION-

This Yacht was converted into a Motor vessel at Hamburg by Messrs Blohm & Voss in the early part of 1931 and the alterations carried out are summarised hereunder:-

- a) Engine seatings - Original seatings for steam engines re-adapted to suit the new motors. (4 stroke single acting type) 440 B.H.P.)
b) Machinery Space- New webs built on frames 31, 33 & 36; original bunker bulkhead on frame 38 cut back and plating strengthened to act as a web. Solid pillars 3" in diameter fitted on frames 27 and 36 at the forward and after ends of machinery casing. A partial gas tight bulkhead built between frames 45-46 and supported by a suitable web and deep floor. Existing fresh water tanks between frames 54-56 extended aft to frame 52. Upper deck completely plated over from frame 38 to 47;

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								P.T.O.
Removed and Fair'd or Repaired								✓
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?
Decks	good	yes	yes	good	yes	as above	good	yes	yes	yes	yes	yes
Caulking of Decks												
Coamings												
Beams & Fastenings												
Outside Plating												
Breasthooks												
Transoms												
Frames												
Reverse Frames												
Longitudinals												
Transverses												
Floors												
Keelsons												
Stringers												
Inner Bottom Plating	none											
Dblg. Plates under Sounding Pipes	fitted											
Engine Room Skylights	good											
Cool Bunkers, Open'gs, Lids, &c.												
Scuppers												
Cargo Hatchways	none											
Hatches	✓											
Planking of Wood Vessels												
Caulking												
Treenails												
Breasthooks & Stemson												
Transoms, Pointers, & Crutches												
Timbers of Frame at openings												
Ditto ditto at other places												
Stringers, Clamps & Shelves												
Salting												
Copper, or Y.M. of Wood Vessels (State if on Bell)												
When put on, Month												
Boats	good											
Masts, Yards, &c.												
Condition, how ascertained	by Rigger											
(State if wedges removed)	yes											
Sails	none											
Equipment letter	✓											
Anchors, No. of	four											
Cables (State if now ranged)	yes											
length	129											
Rule length	125											
Hawser & Warps	good											
Standing and Running Rigging												

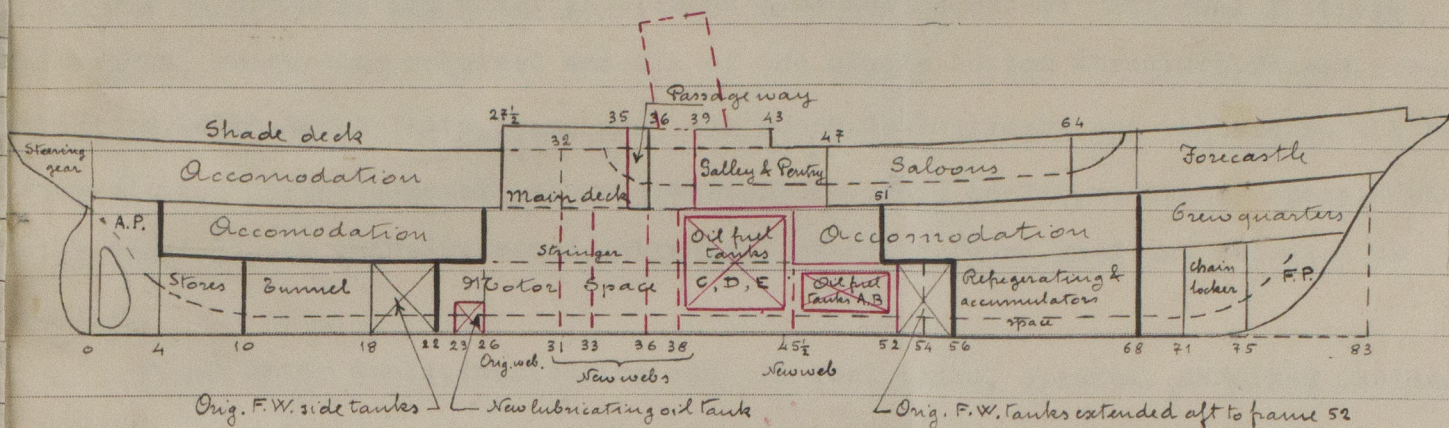
General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification 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 pnd 24, &c."

This yacht is eligible, in my opinion, to be re-classed in the Society's Register Book of Yachts "100 A.I.", with record of survey 1-33 and notation s.s.Gen.2nd N°3-1-33.

Survey Fee (per Section 20) ss. 2ND N°3 & Lit. 3300.-
REPAIRS
Special Damage or Repair Fee (if any) £ " :
Rigger Fee 100.-
Travelling Expenses (if chargeable) £ " : 100.-
Second Surveyor's Fee (if any) £ :
Fees applied for, 16/1/33. J.A.
Received by me, 4.12.1933 J. Purif.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 14 FEB 1933
Character Assigned Reinstate 100AI in Y.R.
S.S. 2nd N°3-1-33
Lloyd's A.R.C.R.
CERTIFICATE WRITTEN N.E. 31
Lloyd's Register Foundation
W1011-0211/3



Alterations carried out at Hamburg by Blohm & Voss in 1931 shown red.
Watertight bulkheads & flats shown in thick black lines.

2nd deck extended from frame 51 to 45½ and made gas tight.

c) New oil fuel tanks- Five tanks, entirely electrically welded, built separate from the vessel's structure and placed in the forward part of the machinery space between frames 39-51. Floor on frame 38 made oil tight to provide suitable gutterway at the after end of the oil fuel tanks and a new suction from bilge piping, fitted in frame spacing 38 - 39.

dd) A small lubricating oil tank- built between floors 23-26, at the central part of the bottom.

A sketch of the profile of this vessel as converted has been designed above for Office record. Two plans dealing with the motor seatings and the oil fuel and fresh water tanks were approved in London on 2/12/32, and one copy of them is available in your office.

SPECIAL SURVEY 2ND N°3 FOR RECLASSIFICATION-

NOW DONE:- Yacht placed in dry dock, bottom, stern frame and rudder (lifted) cleaned, examined, found good or dealt with as under and recoated. Shell plating drilled and thicknesses found as per drilling sheet forwarded to London with Genoa letter dated 10/1/33. Anchors, 3 Bowers and one Stream, examined and good; test marks verified and found to correspond with original Netherton Test Certificate 49073, 49074, 49113 & 49112 on board. Chain cables ranged, examined and good; test marks verified, found undecipherable in certain lengths and in others corresponding to original Netherton Test Certificates N°34297 & 34298 on board. In addition to the final length of chains, an attachment piece, 2 fathoms long formed of stud links 27 m/m diameter, containing a suitable swivel, and stated to have been put in place at Hamburg in 1931, was found next to the port and starboard Bower Anchors.

As stated on two Certificates on board, all the above chain cables were retested at Hamburg, ~~xx~~ in 1931, by suspending a weight of 20 tons. End links of 12 lengths and attachment pieces have been found stamped B & V 118 - 20 T and 1

length B & V 120-20 T, in correspondence with the two certificates mentioned above, numbered 180 & 120, dated 28/4/31 & 12/5/31 respectively.

Both surfaces of shell plating, cleared, scraped as necessary, examined, especially in way of openings and sidelights, found good and recoated. Internal fittings throughout, removed as required and all of the single bottom structure, frames, reverses, stringers, bulkheads & flats, beams and beam knees, deck girders and pillars in all the accommodations, crews' quarters, store spaces, peaks, chain locker, machinery space, including motor seatings, and tunnel, cleaned, thoroughly, examined, found good and recoated as necessary.

Fresh water tanks, lubricating and oil fuel tanks, cleaned, examined inside, tested as per Rules and satisfactory. As suggested in London letter "E" of the 15/12/32, the overflow pipes from oil fuel deep tanks C, D & E, provided with a spring loaded escape valve leading on to boat deck through the funnel, so that the height of these overflow pipes above the crown of the tanks remains 11'-0" as per plans approved. Cement laid on inner surface of bottom plating tested by beating, found sound and well adhering to the steel. Waterways, decks and their sheathings, deckhouses, casings, companions, skylights, ventilators, and their closing appliances examined and satisfactory. Masts (wedges removed), spars and rigging overhauled, examined, found good and as per Rigger's Rpt 14 attached. Windlass, steering gear and connections, air and sounding pipes (doubling plates fitted under the latter), pumps, watertight door, general equipment examined and good. Steel structure drilled where considered necessary, thicknesses ascertained and yacht throughout, found or placed in a thoroughly good and efficient condition.

REPAIRS- Rudder pintles corroded, renewed. A number of bolt or flange holes open through watertight bulkheads or flats, permanently closed by rivets or blank flanges. Five overboard discharges from soil or scupper pipes on port and four on starboard side, not now used, permanently closed with blank flanges at ship's sides. A number of oil or scupper lead pipes, discharging below or near the water line, renewed with galvanised steel pipes. Arrangement provided for working the tunnel watertight door from the upper deck. A number of lead pipes in motor space renewed with steel or copper pipes. Seatings of electric generators and air compressor duly strengthened. b. bilge keel, buckled plating, removed, faired & replaced. Wood sheathings recaulked.

Print of midship section is returned herewith as requested with your letter of 20/9/32.

T.A.



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Lloyd's Register
Foundation

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