

YACHT.

BOX CASE

1924

6

18.

(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 Reg. Book Survey held at GENOA Date, First Survey 15/9/32 Last Survey 16/1/33. 10X

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 (if not already recorded in Appendix to Register Book) Managers Port belonging to Hamburg

NET 180 Surveyed Afloat or in Dry Dock? Both Name of Dock Grazie Dry Dock & Destined Voyage Cruising

WB=CellDBorDBa feet; uE&B Afloat Genoa Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. N.B.—All alterations in the existing records should be underlined.

Last Report, No. 15441 Port yt

(Periodical Surveys, when held, must be reported in detail and seriatim 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	
Decks good	State if Tanks have been examined inside yes
Caulking of Decks y	State if Tanks now tested yes
Coamings y	Bulkheads good
Beams & Fastenings y	Ceiling y
Outside Plating y	Cement or Asphalt (State which) as above good
Breasthooks y	Rudder as above good
Transoms y	Steering gear and its connections good
Frames y	Windlass y
Reverse Frames y	Have Pumps now been examined and found efficient? yes
Longitudinals y	Have Sluice Valves now been examined and found efficient? yes
Transverses y	Have Watertight Doors now been examined and found efficient? yes
Floors y	Have Ventilators and their Coamings been examined and found efficient? yes
Keelsons y	
Stringers y	
Inner Bottom Plating None	
	Dbng. Plates under Sounding Pipes fitted
	Engine Room Skylights good
	Cool Bunkers, Open'gs, Lids, &c. y
	Scuppers y
	Cargo Hatchways None
	Hatches y
	Planking of Wood Vessels y
	Caulking ditto
	Treenails ditto
	Breasthooks & Stomson ditto
	Transoms, Pointers, & Crutches ditto
	Timbers of Frame at openings ditto
	Ditto ditto at other places ditto
	Stringers, Clamps & Shelves ditto
	Salting ditto (State if examined.)
	Copper, or Y.M. of Wood Vessels (State if on hull) When put on, Month Year
	Boats good
	Masts, Yards, &c. y
	Condition, how ascertained by Rigger (State if wedges removed) yes
	Sails None
	Equipment letter y
	Anchors, No. of four
	Cables (State if now ranged) yes
	length 199 size 1 1/2"
	Rule length 195 size 1 1/8"
	Hawser & Warps good
	Standing and Running Rigging y

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 pEND24, &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.-	Fees applied for, 16/1/33 J.A.
Special Damage or Repair Fee (if any) Rigger Fee 100.-	Received by me. 4.12.1933
Travelling Expenses (if chargeable) 100.-	
Second Surveyor's Fee (if any)	

Committee's Minute TUE. 14 FEB 1933

Character Assigned Reinstate 100AI in Y.R. S.S. 2nd N°3-1.33

C.L. Lloyd's A.Y.C.R. CERTIFICATE WRITTEN N.E. 31



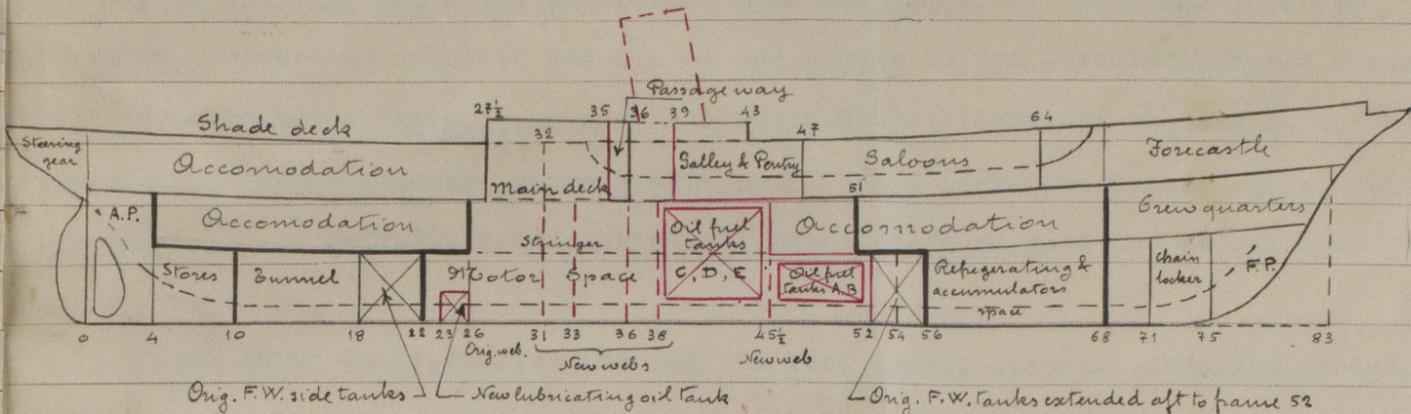
Is Certificate required? If so, to be sent to - this office

YACHT!

1924

27 JAN 1933

of GENOA Continuation of Report No. 42481 dated 23/1/33. on the "AAR V"



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 being 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 12 lengths and attachment pieces have been found stamped B & V 118 - 20 T and 1

P.T.O.

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Lloyd's Register
Foundation

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 accommodation, 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.

