

STEEL YACHT "MARVAL" ex "CHELSEA"

Rule Dimensions:- (Ship) 126.5' x 23' x 12.75'

Scantling Nos:- 1613 and 4522.

L/D = 9.92 Depths to Upper Deck.

This Yacht was built in 1926 and classed 100A1 in the Yacht Register, the class being withdrawn in 1935 at the Owners' request.

The Kingston, Jamaica, Surveyor now cables that a request has been received for classification, and desires to be informed what minimum freeboard can be granted for trading in the Caribbean Gulf, and further states that the cabin deck aft is now steel with extra beams.

This yacht is a Flush Deck Vessel and a cabin deck is fitted below the upper deck clear of the Machinery Space. Five W.T. Bulkheads are fitted extending to the upper deck and a number of partial bulkheads are also fitted below the cabin deck.

The scantlings and arrangements have been examined, and while not equal to the Rule requirements for the full 100A class in respect of the upper deck beams, the scantlings of the bulkheads and height of engine casings, they are such as could be recommended for approval for the class A- with freeboard for the restricted service desired.

It is submitted the Surveyor (who is Non-Exclusive) be informed by Air Mail that to permit the vessel being classed in the Society's Ship Register Book, it will be necessary for him to carry out the requirements of Survey (C) of the Rules, the plating being drilled where there is any evidence of appreciable diminution of thickness, and provided he satisfied himself that the lower deck beams are adequately supported so as to make them suitable for the carriage of cargo and if any cabin sole beams be removed the framing in way be suitably reinforced, on receipt of a satisfactory report on completion of the Survey the vessel could be recommended for classification in the Society's Ship Register Book of A- with a freeboard corresponding to a summer moulded draught of 10'-9" "For service in the Caribbean Sea and Gulf of Mexico". He should explain to the Owners that the freeboard is applicable only as a cargo vessel and the Load Line as a passenger vessel will require to be assigned by the appropriate Government Authority.

If the Figure 1 is desired, particulars of the equipment on board or proposed to be supplied should be submitted, and the Surveyor should state if the equipment proposed is considered by him to be suitable for the desired service.

It is further submitted the Surveyor be informed by cable as follows:-

"MARVAL PROVIDED SURVEY IN ACCORDANCE SURVEY C CARRIED OUT DECKS"
"CARRYING CARGO SUPPORTED YOUR SATISFACTION IF ANY CABIN SOLE"
"BEAMS BE REMOVED FRAMING IN WAY SUITABLY REINFORCED VESSEL COULD"
"BE RECOMMENDED CLASS A- WITH FREEBOARD CORRESPONDING SUMMER"
"MOULDED DRAUGHT 10'-9" FOR SERVICE CARIBBEAN SEA AND GULF OF"
"MEXICO STOP IF FIGURE ONE DESIRED PARTICULARS EQUIPMENT ON BOARD"
"OR TO BE SUPPLIED SHOULD BE SUBMITTED"

Copy to Freeboard Dept.

SJR
AM
14th March, 1947.

The Machinery & arrangements will be the subject of a further communication.

Lloyd's Register
Foundation
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