

WED. APR. 26 1922

No.

17156

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th April 1922 When handed in at Local Office 23rd April 1922 Port of PLYMOUTH

No. in

Survey held at

PlymouthDate, First Survey 30th Dec 1921 Last Survey 24th April 1922

Reg. Book.

06345

Supp.

on the Wood, Iron or Steel

T.S.M.Y. FLYING CLOUD (EX ELIZABETH RUTH)

Master

F. J. Dyer.

YEAR.

MONTH.

1918 - 6

Built at

Wilkes, Mass.

By whom

Mississippi I. B. Corp

When

1918 - 6

Owners

The Duke of Westminster.

Port belonging to

Plymouth

Owners' Address

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

St. Western Dock

Destined Voyage

WB=Cell DBorDBa

total capacity

tons. FPT

tons; APT

tons; MT

feet; uE&B

feet; f

feet; f

feet; f

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.

* for Special Survey.

Date of last Survey and of Periodical Surveys.

1, 21

+ 12 A1. 4.22

Salted & specially

treated pt. 4.1.2.

(Indonesian hulls)

Society's Freeboard (if assigned) as

painted on Ship and now verified

ft. ins.

6/2/22, 8/2/22, 16/2/22, 27/2/22, 8/3/22, 11/3/22, E 26/1/22, 15/2/22, 27/2/22, 6/3/22, A 31/3/22, H 31/2/21, 3.18/4/22.

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?

PAIRS, OR EXAMINATION AS PER RULE, FOR

Half Time Survey and Alterations to convert

vessel into a private yacht.

Half Time Survey

Now done:- Vessel placed in dry dock, the keel, bottom, and rudder

examined cleaned and coated. Rudder lifted. The hold,

chain locker, all spaces, and timber and air courses cleared

and examined. Salling examined and found satisfactory.

The outside planking scraped bright and examined where

necessary. Treennails driven out according to rule, and bolt

fastenings examined where possible and found satisfactory.

All decks, covering boards, coamings, masts, spars, rigging,

PRIMARY OF DAMAGE REPAIRS:-

Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

SENT CONDITION OF THE

is

king of Decks

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ide Plating

king of ditto

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Stringers

Inner Bottom Plating

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?

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treennails

Breasthooks & Stemson

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings

Ditto ditto at other places ditto

Stringers, Clamps & Shells

Salting

(State if examined.)

Copper or Y.M. of Wood Vessels

(State if on Vell.) No. Brown paper

When put on, Month April Year 1922

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

(on board)

Rule length

Hawser & Warps

Standing & 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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnd15, &c."

This vessel is in an efficient condition and eligible in my opinion to remain as classed in the Register Book, with record of Survey

T. Ply. 4, 22 and notation of Y.M. over I.B. 4, 22, subject to the

alterations being satisfactorily completed.

Survey Fee (per Section 22)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

FRI. AUG. 4 1922

See Minute

on last report

FRI 18 JUL 1924

James B. Butler

Surveyor to Lloyd's Register of Shipping.

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sails, windlass, steering gear, anchors, and general equipment examined. Wedges of masts and bowsprit removed and replaced. Cables ranged and examined, and hand pumps tried.

Repairs due to wear and tear: Jigger topmast and mizen boom renewed. All wedges of masts and bowsprit renewed. The inside plank on starboard quarter renewed. Weather decks, and inside planking recaulked and payed throughout. Spike bowsprit reduced in length 36'-0" and new jib-boom fitted. The fore, main, mizen and jigger gaff topsails renewed.

Alterations.

Keel, Bottom and Rudder: Underwater body sheathed with 18 oz. per sq ft. muntz metal over tarred brown paper. In way of the waterline the thickness of the metal increased to 20 oz per sq ft. Cast iron sleeves for carrying stern tubes removed and replaced by bronze ones, and bronze propeller brackets fitted in accordance with approved plan. All valves, sea connections, fastenings etc. coming in contact with the metal sheathing made of bronze or yellow metal. False keel removed and replaced on the inside of the metal sheathing.

Nosing of stem trimmed as approved.

Upper deck: Original deck houses removed and two new teak houses fitted with 9"x6" teak coamings fastened to the deck and beams with through bolts and nuts. N°1 Hatchway modified to suit stairway to accommodation. N°2 hatchway coamings reduced in height to form well over dining saloon.

The alterations in way of N°3 hatchway not completed.

Owing to the deck house over N°2 hatchway not being completed the opening was temporarily closed in for the passage to Ipswich.

Lower deck: A complete lower deck 2½" thick tongued and grooved red pine laid on the hold beams. Eight additional 6"x6" pitch pine beams fitted, and efficiently pillared at centre line, and fastened to the shelf at the beam ends.

Poop deck: The poop deck raised 3 ft for a distance of 29'-8" abaft break, and the side timbers, beams, outside planking, and deck planking completely renewed, and constructed in accordance with the approved plan. The poop front bulkhead, and the bulkhead at the aft end of the raised portion of poop.

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made of teak efficiently braced and stiffened.
The poop deck, and the upper deck below same efficiently supported by cabin bulkheads $2\frac{1}{2}$ " thick.

Engine Room: Motor engine seatings satisfactorily constructed of English oak in accordance with the approved plan. Hold beam at aft end of hatchway omitted and a ~~wood~~ web fitted in lieu of same in accordance with approved plan. Hold beam at fore end of hatchway lowered 31" and the ends fastened to the sides of the vessel by strong iron ~~keels~~ knees above and below. The wooden pillars at the sides of the hatchway, and the centre line pillar at the fore end of the hatch omitted, and in lieu of same a fore and aft wooden girder fitted below the upper deck beams on the port and starboard sides. Each girder being supported by three 4" iron pillars.

Watertight and gastight bulkheads fitted at each end of engine room made of two thicknesses of $2\frac{1}{2}$ " tongued + grooved red pine, with tarred brown paper between the thicknesses, and lined on the engine room side with 1" maseolite and 22 gauge steel sheathing. The forward bulkhead extends from ceiling to upper deck, and the after bulkhead from lower to upper deck.

Dining saloon: The pitch pine fore + aft carlings each side of N:2 hatchway removed and replaced by 10"x6" English oak carlings supported by three iron pillars each side.

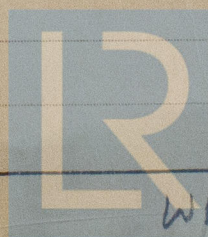
Tank Room: A wooden bulkhead made of $1\frac{1}{2}$ " tongued + grooved red pine fitted at the forward end of the compartment and extending from the ceiling to the lower decks. Seatings of oil fuel and lubricating oil tanks constructed + fastened in accordance with approved plan. These tanks were inspected and tested at the makers works. (See Certificate attached) The drip trays were not quite completed when the vessel left.

To complete the Alterations

A new teak deck house to be fitted in way of N:3 hatchway, and the hatchway to be trunked up to form light and air space over motor room. Midship deck house to complete.

New windlass and winch to fit. +

Boats and davits to fit. +



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The engine room and all compartments below the lower deck to be efficiently ventilated. ✓

Watertight doors in engine room to examine. ✓

All plumber work and piping to fit, and a plan of the proposed bilge pumping arrangements to be submitted by Messrs Vickers-Petters Ltd. for approval. ✓

The deck control gear to valves on oil fuel tanks to be fitted in accordance with approved plan. ✓

Drip trays under motors to fit, and the drip trays under fuel and lubricating oil tanks to complete. ✓

Refrigerating plant, hot water heater, and electric generators etc to be installed and numerous items of a minor nature to be fitted. ✓

The above work is to be completed at Ipswich when the vessel is now proceeding.

In view of the vessel being now registered as a private yacht the freeboard certificates have been obtained, and are forwarded herewith for cancellation.

The approved plans are being forwarded under separate cover.

Finished drawings of profile and deck plans are being prepared and when completed prints of same will also be forwarded.

James D. Butler

26.4.22



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