



Lloyd's Register of Shipping.

31-32, Oxford Street,

Southampton June 21st., 1924.

LLOYD'S REGISTER
Recd. 23 JUN. 1924

Reference

Ans'd.

LONDON

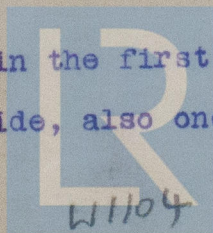
Dear Sir,

As requested in your letter of the 18th inst., I proceeded to Southampton on Friday the 20th inst., and in company with Messrs. Toyne & Lowson, the Society's local Surveyors, visited the Auxiliary Twin Screw Schooner "FLYING CLOUD", lying afloat in the Inner Basin, Southampton Docks.

The bowsprit had been removed, and upon examination of the stem head and apron piece in way of the bowsprit housing, found same badly decayed through dry rot for practically half of the Sectional area.

The forward lengths of waterway and covering board on both sides of the forecastle deck, also a few short lengths of forecastle deck plank had been removed, and the beam ends, and frame heads thus exposed were found to be much decayed through dry rot. The faying surfaces of the upper strakes of the outside planking, and of the inside lining or ceiling, in way, also showed signs of decay from same cause.

Under the forecastle one plank in the first strake of ceiling above the upper deck waterway on each side, also one plank in the



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"FLYING CLOUD".

strake below the forecastle deck shelf on starboard side had been cut out on account of decay, and the frame timbers thus exposed found badly decayed through dry rot.

One short length of the outside planking on port side abreast the fore mast, and one short length along port quarter, about five feet below the upper deck had been cut out on account of decay, and the frame timbers thus exposed found more or less badly decayed through dry rot.

With the exception of a small sliding shutter ventilator in the rooms and berths for the accommodation of Owner and guests there are no air courses for ventilation in the ceiling or inner lining throughout the vessel, and on representing to the Master the necessity of cutting proper listings in the ceiling and opening up other parts, in order to make further examination of the vessel internally, he informed us that under the present circumstances he did not feel fully authorised to put such work in hand.

Seeing that the vessel was built during the latter stages of the Great War, she may justly be considered as a War Emergency, and in view of the above mentioned conditions now found existing I am fully of the opinion that large quantities of green and unseasoned material were used in her construction, and owing to the present lack of proper ventilation, dry rot has quickly set up.

In view of the foregoing it is submitted that a Survey equivalent to the requirements of a full continuation Survey should now be held

3.

"FLYING CLOUD".

on the vessel to entitle her to retain the present classification
in the Yacht Register Book.

I am, Dear Sir,

Yours faithfully,

David Nicholas

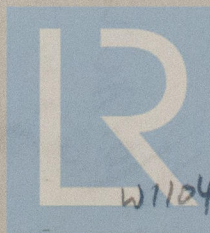
The Secretary.

LONDON.

P.S.:--

I intend leaving Southampton by to-night's boat for Havre,
en route to Rouen, for the purpose of joining the Local Surveyor
at Rouen in the Survey on the Sc. Sr. "CITE DE REINS", as requested.

D.N.



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W1104-0042 3/3

Referred to the Chief ~~Ship~~ Surveyor.

[Signature] *AL*
23 JUN 1924

Formerly *Mayne*
Now *Konode*

Mr Nicholas' view is concurred in and recommended should
it is submitted the continuation survey
now be held
[Signature]

[Signature]
vs. *[Signature]*

Handwritten notes



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