

Wine

Messrs. Cantiere Orlando's Four Masted Steel Auxiliary
yacht "FLYING CLOUD"

Rule dimensions:- 195 x 38 x 22

Plans of midship section and lines forwarded by
the Genoa Surveyors.

In a letter covering the plans Mr. Ormiston states
that the plans have been discussed with Mr. Barbour,
representing the Owner, who proposes alternatively to the
arrangements shewn on the plans to fit frames 36" apart
in lieu of 23 $\frac{1}{2}$ " and to fit beams 35" apart in lieu of at
every frame as shewn on the plan of midship section.

It is also now proposed to fit two rows of pillars
instead of one.

Mr. Ormiston asks that the Genoa Office might be
informed by telegram whether the 36" frame spacing could
be approved. He also asks whether the equipment on the
present yacht might be utilised for the new vessel.

It is submitted the Genoa Surveyors be informed
that the scantlings which could be approved have been
marked on the plan of midship section, and provided

COMPLIANCE

the vessel will be eligible to be classed LOOA in the
Society's Yacht Register.

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It should be pointed out that the proposed alternative frame spacing of 36" is considered excessive for this class of vessel and is not approved.

With regard to the beams, these may be spaced 35" apart, ^(equal to beam space and a half) if desired provided the shell be stiffened at the foot of the knee as indicated in red on the plan, but it is considered preferable to fit the beams at alternate frames. The sizes of beams by either method have been indicated on the plan of midship section.

Wire

Plans of profile, bulkheads, and engine seating should be submitted for consideration.

The classification of the hull and machinery will be interdependent.

The equipment will be considered when the extent of the deck erections are known.

nr. 1/8/35
ansd by the tel thr
2 plans
P.C. thr. Ltr

7.8.25.

to 7/8



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