

# LLOYD'S REGISTER OF SHIPPING

HEAD OFFICE : 71 FENCHURCH STREET, LONDON, E. C. 3

TELEGRAMS: SURVEYORS - GENOA  
AUTOMATIC TELEPHONE N. 22-862

35, PIAZZA CAVOUR  
GENOA (7)

LLOYD'S REGISTER

Recd. 4 AUG. 1925

Ans'd.

Genoa, 1st August 1925 . -

Dear Sir,

LONDON

*2 plans*

I beg to forward herewith for consideration plan of midship section together with lines plans showing scantlings proposed by Messrs Cantiere Orlando of Leghorn for the construction of a new steel hull for the yacht "FLYING CLOUD", a sailing yacht with auxiliary motor engine . -

The plans have been brought to this Office by Mr. J. H. Barbour of Genoa who is acting as Naval Architect for the Owners , and with whom the plans have been discussed . -

The yacht is proposed to be classed 100 A1 in the Society Yacht REGISTER-BOOK . -

It is proposed to construct the Yacht with two steel decks, the 2nd deck being fitted outside the auxiliary engine space with possibly a broad stringer in the engine space as shown on midship section, presumably in association with web frames there . -

As it is desired by the Owners to arrange the accommodation on the lines of the accommodation, as previously fitted on this vessel, two proposals regarding the construction are submitted by Mr. Barbour on behalf of the Owners as follows : -

- 1) It is proposed to fit frames spaced 36 inches apart . -
- 2) Alternatively it is proposed to fit frames spaced 595 m/m. (23.4 inches) apart with the upper deck beams fitted about 36 inches apart . - With these arrangements it is proposed to fit a beam at every third frame attached by beam knees

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(2)

to the side frame, while midway between this will be fitted a beam connected at its ends to a bracket plate riveted to the sheer strake . -

Thus in each proposal, a beam spacing approximately equal to 36 inches would be obtained to meet Owners' requirements as to the moulding of the decorations of the accommodation . -

I should be glad if you would please inform us by telegram whether the proposal to fit the frame 36 inches apart could be approved for this vessel . - This is an arrangement which would be preferred by the Owners' representative . -

The following information is forwarded in connection with the plans submitted : -

Three watertight bulkheads are proposed, namely the collision bulkhead and bulkhead at the fore end of the engine room to the upper deck, together with an after peak bulkhead extending to a watertight flat above the water line . - It is proposed to fit two rows of pillars at 6 feet each side of the central line in lieu of one row as shown on midship section . - The spacing of the pillars and proposed girders arrangements will be submitted later . -

The double bottom is intended partly for the carriage of oil fuel and partly for the carriage of fresh water <sup>and</sup> <sub>or</sub> water ballast . -

The Owners would be glad to be informed whether the present equipment on board could apply for the new vessel . -

Please return the plan in question at your earliest convenience . -

The Secretary,  
LONDON . -

We are, Dear Sir,  
Yours faithfully,

The Surveyors to Lloyd's Register

James S. Johnston.  
Lloyd's Register  
Foundation



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Referred to the Chief Ship Surveyor

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-4 AUG. 1925

& for Mr. How to note.

*Cable requested*

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The Secretary

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