

"FLYING CLOUD" R.Y.S.  
Cantieri Navali Orlando  
Livorno, 2nd Oct., 1926.

Lloyds Register of Shipping  
Piazza Cavour No.35  
Genova.

Dear Sirs,

"FLYING CLOUD" = "GEARING OF WATERTIGHT DOORS"

With reference to the plan R.53, concerning the Gearing of Watertight Doors for the above vessel.

Whilst being aware that both Yacht and Ship Rules generally require that Watertight Doors should be capable of being worked from the Upper Deck, in the instance of this vessel it would seem very desirable if the operations were permitted to be performed from the 'tween deck, as per plan submitted.

The reasons for desiring such a departure from general rules are as follows:—

- 1°. The vessel being a Yacht, the permanency of the spindles protruding through the Upper Deck would cause inconveniences, and be unsightly.
- 2°. Owing to the internal and external economy arrangements of the vessel, it does not appear possible to carry the spindles through the Upper Deck in any position without seriously upsetting such arrangements.
- 3°. As regards Watertight Door on Bulkhead No.35. This door would be essentially the business of the Engineering Department to open and close, and it would therefore seem desirable to have the operating spindle in the Engine Room rather than on the Upper Deck.
- 4°. As regards the Watertight Door on Bulkhead No.63. immediately above this door, in the 'tween deck, there is already a Hinged Watertight Door, and as in the case



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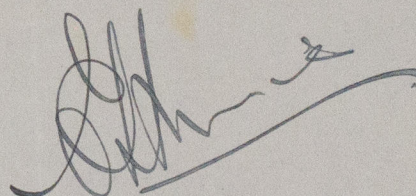
4°. Contd. and as in the case of an order being given to "Close Watertight Doors", all Doors would be closed simultaneously, it would seem advisable to have the spindle of the lower door in the vicinity of the Hinged Door, in such a manner that both of these Doors could be closed by the same person at the same time.

5°. The Vessel is generally very efficiently subdivided.

It is hoped that the Society will be able to approve the proposal.

I am, Dear Sirs,

Yours faithfully,



Attorney to Contract.

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