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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

5 plans under
separate cover.

19th October, 1925.

Dear Sirs,

M. I beg to acquaint you that Capt. E.L. Davies of the Yacht "FLYING CLOUD" recently called at this Office and handed in your letter of the 13th ultimo addressed to him, together with amended plans (in duplicate) of midship section, profile, decks, rudder and stern frame and masts of this yacht.

These plans have been examined, and I am directed to state that provided the scantlings and arrangements as shown and amended be adhered to, the Rules in all other respects be complied with, and the materials and workmanship be to the Society's satisfaction, the vessel will be eligible to be classed LOCAL in the Yacht Register.

In view of the increase in moulded depth, decrease in the 'tween deck height, and slight increase in the frame spacing, the frames require to be of the size $4\frac{1}{2} \times 3 \times .36"$ with reversed bars $3 \times 3 \times .36"$ in lieu of $110 \times 75 \times 8 \text{ m/m}$ and $75 \times 75 \times 8 \text{ m/m}$ as first approved. Also in view of it now being proposed to fit the double bottom forward of the machinery space only it will be necessary that the margin plate be continued abaft the double bottom as far as possible, or a bilge keelson consisting of

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double angles 90 x 90 x 8 m/m fitted in line with same, to which the margin plate should be scarphed for two frame spaces.

With regard to the masts I have to state that no responsibility is taken by the Committee in respect of masts and rigging of yachts, except that they are required to be in good condition. These fittings are left to the judgment and experience of yacht Owners and Builders. It would seem, however, that the scantlings proposed for the masts are somewhat below what would be required for a similarly rigged sailing ship of these dimensions.

With reference to the question of ventilation, it is considered that the proposal made by Capt. Davies to instal the Therme tanks in the engine room is unsatisfactory due to the possibility of gases finding their way in to the accommodation space by way of the trucks, and secondly due to the difficulty of preserving the watertightness of the 'tween deck compartments in way of the air shaft.

It is suggested that Capt. Davies might be advised it is considered essential that the motor room should be gastight, and that if Therme tanks are fitted in the engine room their shafts must be so arranged as not to impair the gastightness. In these circumstances the matter should be referred back to the Makers of the Therme Tank in order that such arrangements may be submitted as

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will not impair the gastightness of the compartments
adjoining the motor room.

One copy of each of the plans in question is
being returned to your address today under separate cover,
and the duplicates are being retained for reference.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Fratelli Orlando & C.,
Casella Postale No 64,
LIVORNO, Italy.



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