

Messrs. Fratelli Orlando's four masted steel Auxiliary
Yacht "FLYING CLOUD"

Rule Dimensions:- 194 x 38 x 22.7 - 21.89 moulded.

This case was dealt with on the 7th August last when a plan of midship section was approved, and subsequently on the 28th August a plan of the arrangements of watertight bulkheads.

Plans of midship section, profile, decks, rudder and stern frame and masts in duplicate have now been received from the Builders, being handed in to this Office by Captain Davies, representing the Owner, embodying the scantlings and arrangements previously approved.

From these plans it is noted that the dimensions of the vessel have been slightly altered, and in view of this it is found necessary to modify the scantlings of the frames ~~as~~ previously approved.

It is submitted the Builders be informed that provided ~~compliance~~

COMPLIANCE

the yacht will be worthy to be classed 100A1 in the Yacht Register.

It should be pointed out to the Builders that 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 $110 \times 75 \times 8$ mm and $75 \times 75 \times 8$ mm as first approved. Also in view of it now being proposed to fit the double bottom forward of the machinery space only the margin plate should be continued abaft the double bottom as far as possible, or a bilge keelson consisting of double angles $90 \times 90 \times 8$ mm should be fitted in line with same to which the margin plate should be scarphed for two frame spaces.

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With regard to the masts the Builders should be informed that no responsibility is taken by the Committee in regard to 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 Captain Davies to instal the Thermo 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 trunks, and secondly due to the difficulty of preserving the water tightness of the tween deck compartments in way of the air shaft.

It is suggested Captain Davies might be advised it is considered essential that the motor room should be gas tight, and that if Thermo tanks are fitted in the motor room their air shafts must be so arranged as not to impair the gas tightness. In these circumstances he should refer the matter back to the Makers of the Thermo Tank in order that they may submit such arrangements ^{may be submitted} as will not impair the gas tightness of the motor room. ^{compartments adjoining the}

The original approved plans might be returned to the Genoa Surveyors as desired by them, but they should be informed that these plans will be replaced by those now approved, and the old plans should be returned to this Office for cancellation.

Dr. 19/10/25
5 plans C.P.P.
5 Retained
P. L. & 2 plans for
1 Retained
P. C. L. & L.

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