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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

2nd March, 1922.

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ENCLOSURES

Dear Sirs,

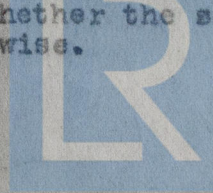
M.

With reference to Mr. Demarest's letter of the 20th ultimo, respecting the Steel Auxiliary Ketch yacht "ELENI" (ex "Lesmona 5") I have to inform you that the scantlings and arrangements, on examination, are not found to be such as would entitle the vessel for the full LOOA class, but I have to state that provided the requirements of the Rules for yachts not built under survey be complied with, and a favourable report be received from you on the completion of the survey, the vessel will be eligible for the class A- in the Yacht Register.

If the figure "1" is desired, full particulars of the equipment on board the vessel should be communicated to this Office for consideration, but if the equipment is in accordance with that indicated on the sketch of midship section, the weights and lengths of the anchors and cables could be approved. The towline and warps will require to be in accordance with the equipment Tables for Sailing Yachts, letter "e".

With regard to Mr. Demarest's comments on the opening-up of the yacht in way of the cabin accommodation, I have to state that you will of course use your discretion in this matter, whilst at the same time observing that the work must be opened up in such a manner as will enable you sufficiently to satisfy yourselves as to the condition and character of the yacht.

With regard to the machinery I have to request that you will furnish the following particulars, viz:- the number and diameter of the cylinders, length of stroke, distance between the centres of the bearings, the diameter and weight of the flywheel, revolutions of the engine per minute at full power, dimensions of the crank webs, the size of the crank, thrust, intermediate and screw shafts, diameter of the propeller, and whether the screw shaft is fitted with a continuous liner or otherwise.



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I have to draw your attention to the fact that, whereas the Drg.D16/118 indicates that a 3-cylinder engine of Gardiner pressure paraffin type is fitted, the record in the 1915 edition of the Society's Yacht Register is of a two-cylinder petrol engine; you should, therefore, confirm which type of engine is fitted.

If procurable, a sketch of the bilge pumping and oil fuel piping arrangements should be forwarded.

For purposes of classification the survey of the machinery should be in accordance with the requirements of Section 5 of the Rules for Internal Combustion Engines as far as applicable.

As regards the fuel tanks, provided these are found free from defects and are satisfactory under a head of either oil or water, and their fittings comply with the requirements of the Rules, they will be accepted in this instance.

The plans of midship section, general arrangement, profile decks, together with the Germanischer Lloyd certificate, are returned herewith, but the machinery plans and plan of tanks are being retained for the present.

I am, Dear Sirs,
Yours faithfully,

The Surveyors,

MAKERS.

Secretary.



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