

STEEL AUXILIARY KETCH YACHT " E L E N I " ex "Lesmonais" )<sup>5</sup>

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It is submitted the Nantes Surveyors be requested to 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.

Their attention should be drawn 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 Yacht Register is of a two cylinder petrol engine; they should therefore confirm which type of engine is fitted.

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

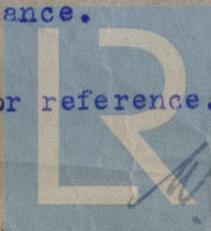
For classification purposes the survey of the machinery should be in accordance with the requirements of Section 5 of the Rules for Internal Combustion Engines and those requirements of these Rules which apply should be complied with.

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 might be accepted in this instance.

Retain plans and list for reference.

M315-0286(112)

Lr sent 2/3/22  
pc Paris. 3 plans retained.



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Lloyd's Register  
2.3.22.  
Foundation

Steel Auxiliary Ketch Yacht "ELENI" (ex "Lesmona 5").

Dimensions: 65.62 x 15.74 x 11.48

Scantling Nos: 50.68 and 3326

Proportions: Length equals 5.7 Depths.

This vessel has been classed with the Germanischer Lloyd, but a letter has been received from the Nantes Surveyor enclosing plans of midship section and profile as the Owner now desires the vessel to be classed with Lloyd's Register.

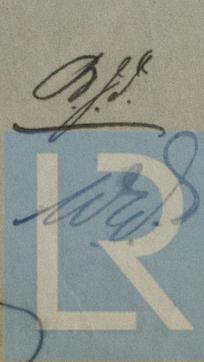
The scantlings and arrangements have been examined and it is found that they are not such as would entitle the vessel to be recommended for the 100A class, but it is submitted that provided the requirements of the Rules for yachts not built under survey be complied with, and a favourable report be received from the Surveyor on the completion of the survey, the vessel will be worthy to be favourably recommended to the Committee for the class A- in the Yacht Register.

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

With regard to the Surveyor's comments on the opening up of the yacht in way of the cabin accommodation, he should be instructed to use his discretion on the subject, observing at the same time, that the work must be sufficiently opened up for him sufficiently to satisfy himself as to the condition and character of the yacht.

L. 20/2/22  
ansd 2/3/22  
PC Paris  
3 plans + 1 cert. returned.

(Separate cert. on machinery)



1.3.22. 2019

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