

Wood Auxiliary Yacht "LILY MAID LV" - No. 3420 in the
Yacht Register.

A letter has been received from the Marseilles Surveyors stating that this vessel is under survey for rudder damage. As far as can be ascertained the stock appears to be twisted and the Surveyors state that the Owner foresees the renewal of same.

It is stated that It is thought that the damage may have been caused by contact with some object or through touching the bottom in the River Rhone.

The Surveyors also forward a letter from the Owner in which he refers to previous cases of rudder trouble, and with a view to preventing a recurrence of the same, he desires that the diameter of the new rudder main-piece should be considered, with a view to providing ample strength, taking into account the heavy weight of the steering quadrant that the main-piece has to carry.

Records in this Office have been examined, and it is found that in 1929 a new quadrant was fitted to replace the original one which had been broken, and in June of this year, the rudder main-piece was renewed following damage alleged to have been sustained by striking a harbour wall or other submerged object or grounding in the River Rhone.

The scantlings of the rudder main-piece as originally fitted are in accordance with the requirements of the Rules and the practice of the Committee.

It is therefore submitted the Marseilles Surveyors be informed that the scantlings of the rudder main-piece originally fitted are fully equal to the requirements of the Rules which have been found suitable for normal service conditions. The records in this Office shew that only in one previous instance has damage to the rudder main-piece

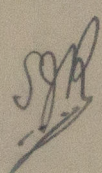

been sustained, (in the second case referred to by the Owner only the rudder quadrant was renewed). The damage to the main-piece was ^{the} ~~was~~ alleged to have been sustained by striking a harbour wall or other submerged object or grounding in the River Rhone.

The proposal to make the new stock of a diameter throughout equal to the existing diameter in way of the stuffing gland will therefore provide a considerable margin over the standard which has proved satisfactory in ordinary conditions of service.

The Surveyors should also be informed by wire as follows:-

"Records ^{show} ~~examined~~ only one previous case of damage to main piece ^{this} ~~alleged~~ due to striking submerged object or grounding. Proposal to make diameter new main-piece throughout equal to existing diameter in way stuffing gland will provide considerable margin over standard found satisfactory for normal conditions of service"

Ltr. 12/12. Amad. 14/12

 
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