

COPY.

# Lloyd's Register of Shipping.



Port MARSEILLES.

26th January, 1937.

9162.

This is to Certify that

JAMES W. STUART,

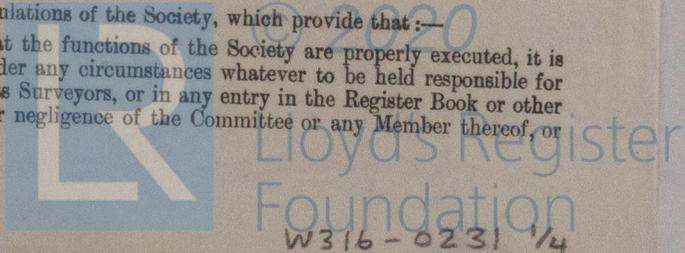
the undersigned Surveyor to this Society did at the request of the Société Commerciale Savon Frères, Lloyd's Agents, Marseilles, and with the consent of the Owner, attend on board the Wood Screw Schooner Yacht "LILY MAID IV", 37 tons Thames Measurement, N<sup>o</sup>.3420 in Lloyd's Register of Yachts, 1936, whilst lying afloat and in dry dock at Marseilles on the 11th December, 1936, and on subsequent dates, for the purpose of ascertaining the nature and extent of the damage stated to have been caused by grounding in the River Rhône, near Arles, on the 27th November, 1936.

For further particulars please refer to the log-books.

Upon examination the following damage was found:-

<u>FOUND.</u>	:	<u>RECOMMENDED.</u>
Afloat.(11.12.36)	:	
Rudder stock bent and twisted	:	Rudder to be unshipped for
between stuffing gland and	:	examination before vessel
quadrant.	:	leaves Marseilles.
Leakage under after cabin floor.	:	Outside planking to be
	:	examined when vessel is in
	:	dry dock.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Committee or any Member thereof, or of any Surveyors, or other Officers or Agents of the Society."



Yacht "LILY MAID IV". -

<u>FOUND.</u>	:	<u>RECOMMENDED.</u>
R#3 Dry dock. (14.12.38)	:	
Brass rudder stock.	:	To be renewed.
Propeller post leaking on starboard side at junction with deadwood.	:	To be recaulked and a brass shoe plate to be fitted to overlap the propeller post and deadwood, securely attached to the hull with copper bolts.
Keel bolt fastenings.	:	To be hammer-tested.

The vessel entered R#3 dry dock on the forenoon of the 14th December and, as soon as she was dry, the Crew unshipped the rudder and disconnected the quadrant and rudder head for inspection.

Tenders were invited from two Firms, agreed upon by the Owner and the undersigned, for carrying out the damage repairs and including the charges for two dry dockings, the first for the removal and the second for the reshipping of the rudder.

These tenders were received on the night of the 14th December and were as follows:-

Etablissements Greignard.....	Frs. 11,300.-	(12 working days)
Société des Ateliers Ferrin.....	" 9,900.-	( 8 " " )

In agreement with the Owner the work was given to the Ateliers Ferrin and the repairs were put in hand on the 15th December.

The vessel was refloated the same evening but not before the keel bolts had been hammer-tested and found satisfactory, and the caulking of the propeller post and the after deadwood had been overhauled.

It has to be recorded that the Owner obtained from Messrs J.I. Thornycroft & Co., Southampton, a record of the amount charged by them for the renewal of the rudder head



This Certificate is issued by the Surveyors of the Lloyd's Register of Shipping, London, in accordance with the provisions of the Act of Parliament in that behalf made.



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Yacht "LILY MAID IV".-

on a previous occasion as a check on the Marseilles tenders and, from the comparison made, they appeared to be reasonable.

The new cast bronze rudder head made by the Repairers did not withstand the mechanical tests, on a sample of the bronze specified by Lloyd's Register of Shipping, in which Society the vessel is classed, and it was consequently rejected.

This occasioned a certain amount of delay and it was not until the 5th January, 1937, that a forged bronze rudder head was accepted.

In order to keep down the cost of the repairs as much as possible the Owner agreed to dry dock his yacht with another vessel at both dockings and, by adhering to this arrangement, several days elapsed from the time the rudder was repaired ready for shipment until a dock was available under these conditions.

The vessel was again placed in dry dock (N°1) on the 15th January and the rudder was reshipped and connected up to the steering gear by the Repairers with the assistance of the Crew.

Arrangements were made at short notice to undock the vessel the following morning before the repairs were completed and, in order to avoid the necessity of dry docking a third time, it was decided to work on during the night until the after shoe plate was finished.

This was done and the repairs below water were finished by 3 o'clock on the morning of the 16th January.

The Crew assisted in carrying out these night repairs which were supervised by the Owner and they were also examined by the undersigned and found satisfactory before the vessel was refloated at 7 a.m.

The Owner did not find it convenient to leave the vessel at an isolated berth in the docks, between the first and second dry dockings.

It was arranged accordingly that she should



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return to her moorings in the Vieux Port until the repaired rudder was ready to be shipped and, being without means of steering, she had to be towed to the Vieux Port and then back to the dry dock.

For this service the Repairers charged 400 francs and the amount appears to be reasonable.

The whole of the repairs were carried out to the satisfaction of the Owner, the Classification Surveyors and the undersigned.

A copy of the Repairers' bill for Frs.10,500.- is attached hereto.

Francs.  
Fee..... 400.-  
Expenses.... 188.-  
Frs. 588.-

(Signed) JAS.V.STUART.

REVENUE TO LLOYD'S REGISTER.



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