

## STEEL YACHT.

BOX CASE

18094

No. 14039

State if Report is also sent on the Machinery of the Vessel ☒ YES.

Port of Southampton. Date of completion of Report 24/7/30. Received at London Office 26 JUL 1930  
Survey held at COWES I.O.W. Date of First Survey 2/6/29. Last Survey 21/7/1930  
On the Ten. Se. Sch. "XARIFA"

## GENERAL DIMENSIONS.

Length Registered 178.35  
Length overall 205  
Length on Water Line 166  
Breadth Registered 31.15  
Depth Registered 16.9  
Headroom 7.29  
Draft Maximum 13

CLASS X100A1

FEET.

Half Breadth (extreme) (Moulded) 15.5  
Depth from top of Keel, or bottom of Ballast Keel, to top of Upper Deck Beam at side 17.85

Transverse Numeral  $\left(\frac{B}{2} + D\right)$  33.33Built at East CowesWhen built 1930-7Launched 13/5/30By whom built J. Samuel White & Company Ltd.Owner Franklin M. SingerResidence 5 Avenue de la CostaMonte CarloPort belonging to New YorkIf Surveyed while Building, } All  
Afloat, or in Dry Dock }Designer J. M. Soper & SonSailmaker Ratsey & Laphorne

## REGISTERED TONNAGE.

Under deck 568.75  
Gross 730.81  
Net 330

Correction for Transverse Numeral—Rules, Sec. 13, Clauses 3 and 5 ☒Corrected Transverse Numeral ☒Length from foreside of Stem to afterside of Stern or Counter—Rules, Sec. 13, clause 1 177Longitudinal Numeral  $L \left(\frac{B}{2} + D\right)$  5899.41Correction for Longitudinal Numeral—Rules, Sec. 13, Clauses 4 and 5 ☒Corrected Longitudinal Numeral ☒Length from fore side of Stem to after side of Stern-post on Deck 178Breadth, Extreme 31.15Tonnage, Thames Measurement 758  
( $L - B \times B \times B \times B$ )Official Number ☒Signal Letters M.G.L.W.Type SchoonerNumber of Masts 2

## FRAMING.

In Yacht.

Inches.

Departure from Rules or Approved Plans.

Frames, Angles, or Bulb Angles 5 1/2 3 35  
Spacing of Frames, heel to heel 24  
Reversed Frames, Angles 2 1/2 2 1/2 24  
Diameter and spacing of rivets through frames and shell amidships 5/8 3/4 4 3/8 2 1/4  
Rivets—Iron or Steel Steel  
Framing in way of Masts ☒  
Web Frames, number, breadth and thickness 4 Frames fitted with rev. bars in engine room, in lieu.  
Face Angle ☒  
Floors, thickness 30  
in way of Engines 34  
Boilers 38  
depth at centre, if straight on upper edge 19 1/2  
if extended up the bilge ☒  
Double Bottom, Centre Girder, depth and thickness ☒  
Top Angles ☒  
Bottom Angles ☒  
Margin Plate, depth and thickness ☒  
Angle to outside plating ☒  
Brackets ☒  
Floors ☒  
Frames ☒  
Reverse Frames ☒  
Inner Bottom, middle line strake ☒  
thickness in Holds ☒  
Additional Scantlings—Sections 17 to 21—are Rules complied with? Yes

## BEAMS.

In Yacht.

Inches.

Departure from Rules or Approved Plans.

Beams, Upper Deck, Angle or Bulb Angle BA 6 3 35  
Spacing 6 3 35  
Cabin Deck, Angle or Bulb Angle 4 2 3 35  
Spacing On every frame  
Second Deck, Angle or Bulb Angle ☒  
Spacing ☒  
Pillars to Upper Deck Beams, size and spacing 2 3/4 Dia. spaced as per plan.  
Cabin Deck Beams 2 7/8 spaced as per plan.  
Second Deck ☒

## DECKS.

In Yacht

Inches.

Departure from Rules or Approved Plans.

Upper Deck Stringer Plate, amidships 40 35  
at ends 24 25  
Angle amidships 3 3 35 + 03  
at ends 3 3 25  
Tie plates, Fore-and-aft 11 32  
Diagonal, No. of pairs ☒  
Wood Deck, Material Teak 2 3/4  
Cabin Deck Stringer Plate 24 25  
Angles 3 3 30  
Second Deck Stringer Plate ☒  
Angles ☒

## BULKHEADS.

In Yacht.

Inches.

Departure from Rules or Approved Plans.

W.T. Bulkheads, No. for record in Y. Reg. 5  
Thickness of plating 28-25  
Stiffeners, Spacing 24 0A 3 1/2 3 34



FORGINGS AND CASTINGS.		In Yacht.	Departure from Rules or Approved Plans.	STEEL.	
		Inches.	Inches.	Manufacturer's name or trade mark of the Iron or Steel used in the construction of the Yacht (state process of manufacture).	
Bar Keel	<i>Rolled bar</i>	<i>6 x 1 1/2</i>	<input checked="" type="checkbox"/>	<i>Open Hearth.</i>	
Stem	<i>Forefoot and steel as per plan</i>	<i>8 x 8 x 7/8 angle</i>	<i>7 x 7 x 7/8</i>	<i>Baldwins Ltd, David Colville &amp; Sons Ltd, The Lancashire Steel Co Ltd,</i>	
Stern Frame	<i>Propeller Post</i>			<i>The Steel Company of Scotland Ltd, Cargo Fleet Iron Co Ltd, Cleveland Steelworks,</i>	
	<i>Rudder</i>	<i>Forged</i>	<i>5 1/2 x 2</i>	<i>Peace Partners Ltd, The North West rivet bolt &amp; nut factory Ltd, Consett Iron Co Ltd,</i>	
Rudder	diameter of Main piece at Head	<i>5 1/2</i>			
"	" " " " at Heel	<i>5 1/2 x 3 1/2</i>			
"	" " " Pintles	<i>3</i>			
"	Thickness of Double or Single Plate	<i>29</i>			
"	How constructed	<i>Forged steel frame with two arms, filled with Plate Pine.</i>		Has the Steel been tested as required by the Rules <i>YES.</i>	

### SHELL PLATING.

PLATING.					RIVETING.												
STRAKES.	AS IN YACHT.				DEPARTURE FROM RULES OR APPROVED PLANS.	EDGES. Ordinary or Joggled?				BUTTS.							
	AMIDSHIP.		FORWARD.	AFT.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth. Inches.	Thickness. Inch.	Thickness. Inch.	Thickness. Inch.				Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	Breadth. Inches.	Thick-ness. Inch.	Breadth. Inches.	For what Length. Inches.	
<i>Bar.</i>																	
<i>Flat Plate KEEL</i>	<i>6</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>		<i>Double</i>	<i>✓</i>	<i>1</i>	<i>5</i>								
<i>(If Bar Keel, state Riveting)</i>						<i>Single &amp; Double of</i>	<i>2 1/2</i>	<i>3/4</i>	<i>3 3/8</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>9 3/4</i>	<i>4 1/2</i>			
GARBOARD STRAKE	<i>42</i>	<i>38</i>	<i>35</i>	<i>35</i>		<i>Single &amp; Double of</i>	<i>2 1/4</i>	<i>5/8</i>	<i>2 3/4</i>	<i>Double</i>	<i>5/8</i>	<i>2 1/4</i>				<i>4 1/4</i>	
BOTTOM AND BILGE PLATING		<i>34</i>	<i>31</i>	<i>31</i>		<i>Single &amp; Double of</i>	<i>2 1/4</i>	<i>5/8</i>	<i>2 3/4</i>	<i>Double</i>	<i>5/8</i>	<i>2 1/4</i>					
(No. of Strakes)						<i>Single &amp; Double of</i>	<i>5</i>	<i>3/4</i>	<i>3 3/8</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>9 3/4</i>	<i>4 1/2</i>			
SIDE	<i>44</i>	<i>40</i>	<i>31</i>	<i>31</i>		<i>Single &amp; Double of</i>	<i>5</i>	<i>3/4</i>	<i>3 3/8</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>9 3/4</i>	<i>4 1/2</i>			
(No. of Strakes)						<i>Single &amp; Double of</i>	<i>5</i>	<i>3/4</i>	<i>3 3/8</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>9 3/4</i>	<i>4 1/2</i>			
PROPELLER BOSS PLATING		<i>38</i>				<i>Single &amp; Double of</i>	<i>5</i>	<i>3/4</i>	<i>3 3/8</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>9 3/4</i>	<i>4 1/2</i>			
UPPER DECK SHEER STRAKE	<i>44</i>	<i>40</i>	<i>31</i>	<i>31</i>		<i>Single &amp; Double of</i>	<i>5</i>	<i>3/4</i>	<i>3 3/8</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>9 3/4</i>	<i>4 1/2</i>			
SUPERSTRUCTURE PLATING																	

EQUIPMENT No. *6570.* LETTER *Z.*

### ANCHORS.

No. of Certificate.	ANCHORS.	Weight, ex Stock.			Weight of Stock.			Test, per Certificate.				Weight required by Table 21 or 43.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
44848	Bower	15	0	14	15	0	14	16	12	0	21	13	3	0	Perkins Type stockless	Not Stated	Cradley Heath 9/1/29 S.C. Bul.
44849	"	14	0	14	14	0	14	15	14	2	21	12	2	0	Do.	Do.	Do.
44850	"	13	0	4	13	0	4	14	15	0	0	11	1	0	Do.	Do.	Do.
44859	Stream	3	3	4	3	3	4	6	3	0	14	3	2	0	Thomas & Nicholson.	Do.	Do.
	Kedge																

### CHAIN CABLES.

### HAWSERS.

No. of Certificate.	Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size, Table 21 or 43.		Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length and size, Table 21 or 43.	
	Length.	Diam.	Proof.	Break- ing.	Supplied.	Per Table 21 or 43.	Length.	Diam.					Length.	Cir.		Fathoms.	Ins.
43616	103	1 3/16	15.720	38.000	76.116	132.20	180	1 3/16	Stud Link Jones & Lloyd Ltd	Do.	19/11/29 Cradley Heath S.C. Bul.	TOWLINE	90	2 5/8	90	2 5/8	
43617	103	1 3/16	15.720	38.000	76.22	152-5-18			Do.	Do.	Do.	HAWSERS and WARPS	90	5	90	5	
Stream Chain or Steel Wire	210																
43618	60	3/4	10.220	18.220	17.221	17.20	60	1 3/16	Do.	Do.	Do.	"	90	5	90	5	

Masts and Spars *Two pole masts of Oregon Pine.*

Standing and Running Rigging *Good.* Sails *Good.*

Steering Gear.—Type *Brown Bros Edinburgh. Electro Hydraulic.* Steering Chains *Telemotor control (Brown Bros. Edinburgh)*

Boats *25ft. Motor launch, 18ft. Motor launch, 24ft. Sailing Cutter, 16ft. Dinghy.*

Windlass *Thos. Reid & Sons Paisley Ltd (Electric)* Capstan *Thos. Reid & Sons Paisley Ltd (Electric)* Pumps *2. 5" Downton hand pumps.*

Coamings, Skylights & Companions—State whether strong and efficient, and properly protected *Yes, All of Teak.*

For J. Samuel White & Company Ltd.

Builder's Signature

Managing Director

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Lloyd's Register Foundation



# YACHT.

General Declaration and Remarks. This vessel is a Steel Twin Screw Schooner Yacht, and has been built in accordance with the approved plans enclosed herewith, the Secretary's letters of various dates, and the Society's Yacht Rules. The workmanship and materials are good. All tanks have been tested as per Rule with satisfactory results, and the steering gear, pumps, capstan & windlass have been tested under working conditions and found satisfactory. The following plans (9 in No) and forging reports (5 in No) are enclosed herewith:-

Plans:- Engine seating, stem & fore end floors, bulkheads, pillaring, sternframe & rudder, scantling sections, propeller brackets, profile & deck plan, deck plan,

Forging reports:- Stem, ell frame, rudder frame, propeller brackets, tiller crosshead.

Mr Meek joined in this survey.

## PARTICULARS OF FRESH WATER OR BALLAST TANKS AND OIL FUEL TANKS.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.		
F.W. Tanks P+S			O.F. Tanks		
Double bottom, aft, @ 6.1 Tons each	10	12.2	Fore peak tank, forward of Engine room	16	82.06
R.F. Tank			F.W. Tank		
Double bottom, under Engines, @ 6.1 Tons each	16	7.32	After peak tank, " " " " fr 32-35	6	12.9
O.F. Settling Tanks.			F.W. Tank		
Double bottom, under Boilers, Port	16	32.48	Deep tank, aft frs. 27-32	10	12.
O.F. Bunkers			F.W. Tank " 18-20	4	10.1
Double bottom, forward, Starboard	14	32.2	Deep tank, forward Sanitary tank forward	6	4.3
			" " Aft	6	4.5

Total capacity 210.06 Tons.

\* The wells are not to be included in the lengths of the tanks.

(If necessary, furnish further information by sketch.)

## PARTICULARS FOR RECORD in the YACHT REGISTER BOOK.—Length of Poop — ft., or R.Q.D. — ft., Bridge Dk. — ft.,

P'castle — ft. (in feet and tenths) where the Bridge is joined to the Poop or Forecastle this should be distinctly stated

No. and Material of Decks and whether wholly or partially covered with wood (this information is to be given as it should appear in the Yacht Register Book)

1 Deck (Teak)

Official No. — ; Signal Letters M.G.L.W.

How is the steel protected? Paint & Cement.

Order for Special Survey, No. —

Date 30/4/29

No. 1686 in Builder's Yard.

Dates of Surveys held while building.

1929 June, 21, 22, July 3, 31, Aug. 9, 13, 28, Sept. 3, 10, 16, 25, Oct. 1, 15, 22, Nov. 8, 14, 27, Dec. 13, 17, 23.  
1930 Jan. 7, 14, 21, 24, 31, Feb. 3, 7, 14, 13, 21, 25, Mar. 5, 10, 18, 28, Apr. 18, 15, 23, May 5, 10, 18, 28, 6, 13, 21, 26, 30.  
June 5, 13, 20, 24, 27, July 1, 4, 7, 14, 21.

Total No. of Visits 54.

Fee for Special Survey £ 80 : 14 : 0

Fees applied for,

20/7/1930

Received by me,

1.9.1930

I am of opinion this Vessel should be classed \*100A1 in Yacht Register.

Signature:

W. H. Adair

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey yes

Certificate to be sent to Southampton.

Date of issue

Committee's Minute FRI. 1 AUG 1930

Character assigned +100A1 in Yacht Register

+ L.M.C. 7.30 C.L.

Fitted for oil fuel (7.30) F.D.

F.P. above 150°F

CERTIFICATE WRITTEN 4.9.30



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The Surveyors are requested not to write on or below the Committee's Minute.

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