

No. 6990 Survey held at Glasgow Date, First Survey 19th Nov. 1884 Last Survey 27th May 1885
 On the Steamer "Acha Nerissa"

TONNAGE under Tonnage Deck <u>244.63</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master <u>W. Mc Cubbin</u>
Ditto of Third, Span or Awning Deck	Half Breadth (moulded) <u>10.94</u> Feet.	Built at <u>Glasgow</u>
Ditto of Poop, or Raised Cr. Dk. <u>3.06</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>13.95</u>	When built <u>1885</u> Launched <u>24th May</u>
Ditto of Houses on Deck <u>13.54</u>	Girth of Half Midship Frame (as per Rule) <u>20.40</u>	By whom built <u>A. Stephen & Sons</u>
Ditto of Forecastle	1st Number <u>45.59</u>	Owners <u>Wear Stephen Esq.</u>
Gross Tonnage <u>264.26</u>	2nd Number <u>66.56</u>	Residence <u>Glasgow</u>
Less Cross Space	Length <u>146</u>	Port belonging to <u>Glasgow</u>
Less Engine Room <u>120.44</u>	2nd Number <u>66.56</u>	Destined Voyage <u>Cruising</u>
Register Tonnage as out on Beam <u>143.82</u>	Proportions— Breadths to Length <u>6.64</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>Build under Special Survey</u>
	Depths to Length— Upper Deck to Keel <u>10.46</u>	
	Main Deck ditto	

LENGTH on deck as per Rule	Feet. Inches.	BREADTH— Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<u>146</u>	<u>-</u>	<u>21.88</u>	<u>-</u>	<u>12</u>	<u>-</u>	<u>120</u>	<u>120</u>	<u>One</u>	<u>One</u>
Dimensions of Ship per Register, length, <u>153.4</u> breadth, <u>22.05</u> depth, <u>12.4</u> Moulded Depth <u>13.6</u>									
KEEL , depth and thickness	<u>9</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>9</u>
STEM , moulding and thickness	<u>4</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>4</u>
STERN-POST for Rudder do. do.	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>
" " for Propeller	<u>11</u>	<u>3</u>	<u>11</u>	<u>3</u>	<u>11</u>	<u>3</u>	<u>11</u>	<u>3</u>	<u>11</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>	<u>22</u>	<u>22</u>	<u>22</u>	<u>22</u>	<u>22</u>	<u>22</u>	<u>22</u>	<u>22</u>
FRAMES , Angle <u>Steel</u> for $\frac{3}{4}$ length amidships	<u>3</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>3</u>	<u>9</u>
Do. for $\frac{1}{2}$ at each end	<u>3</u>	<u>3</u>	<u>8</u>	<u>3</u>	<u>3</u>	<u>8</u>	<u>3</u>	<u>3</u>	<u>8</u>
REVERSED FRAMES , Angle <u>Steel</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>4</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>
" thickness at the ends of vessel	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>
" depth at $\frac{3}{4}$ the half-bdth. as per Rule	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>
" height extended at the Bilges	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>	<u>2</u>	<u>23</u>
BEAMS , Upper, Spar or Awning Deck	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>
Single or double Angle Iron on Upper edge	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Average space	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
BEAMS , Main or Middle Deck	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Single or double Angle Iron on Upper Edge	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Average space	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
BEAMS , Lower Deck <u>Cabin Sole</u>	<u>4</u>	<u>3</u>	<u>10</u>	<u>4</u>	<u>3</u>	<u>10</u>	<u>4</u>	<u>3</u>	<u>10</u>
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>4</u>	<u>3</u>	<u>10</u>	<u>4</u>	<u>3</u>	<u>10</u>	<u>4</u>	<u>3</u>	<u>10</u>
Single or double Angle Iron on Upper Edge	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Average space	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
BEAMS , Hold or Orlop	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>
Single or double Angle Iron on Upper Edge	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
Average space	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>
" Rider Plate	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
" Bulb Plate to Intercoastal Keelson	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
" Angle Irons <u>Steels</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
" Double Angle Iron Side Keelson	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
" Side Intercoastal Plate	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
" do. Angle Irons	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
" Attached to outside plating with angle iron	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>	<u>6</u>	<u>4</u>	<u>18</u>
BILGE Angle Irons <u>Steel</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>
" do. Bulb Iron	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>
" do. Intercoastal plates riveted to plating for length	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>
BILGE STRINGER Angle Irons	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>
Intercoastal plates riveted to plating for length	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>6</u>	<u>3</u>	<u>14</u>

The **FRAMES** extend in one length from keel to main deck and to rail alternately Riveted through plates with $\frac{3}{8}$ in. Rivets, about 5 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to cabin sole and to main deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked single and double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked treble and double riveted; with rivets $\frac{3}{4}$ in. diameter averaging 3 ins. from centre to centre.

" Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{2}$ thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{5}{8}$ in. diameter, averaging 2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{5}{8}$ in. diameter, averaging 2 ins. from cr. to cr.

Lower Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 4 Breadth of laps of plating in single riveting 2

Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted? No. of Breasthooks, Three Crutches, One and deep floors

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild Steel

Manufacturer's name or trade mark, Dalzell Steel

The above is a correct description.

Builder's Signature, A. Stephen Esq. Surveyor's Signature, J. Thomson

Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 6990 gls
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Are the fillings between the ribs and plates solid single pieces? *Yes*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *A few in the butts*

Masts, Bowsprit, Yards, &c., are *fine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit
Two masts of Oregon pine.

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight per sq. Inch.	Machine where Tested & Supplied.
	Fore Sails,	Chain	180	1	18	165.1	Glasgow E. Ludhouse 11 th May 1885	Bower Anchors	1243	7-0-8	4-0-21	4-0-0	
	Fore Top Sails,	Iron Steam Chain							1244	6-3-20	9-3-3-0	4-0-0	Glasgow, E. Ludhouse 11 th May 1885
	Fore Topmast Stay Sails,	Cable	90	4 1/2	90.7								
	Main Sails,	Hawser	90	4 1/2	90.4 1/2								
	Main Top Sails, and	Warp											
		quality											

Standing and Running Rigging *is wire and hemp* sufficient in size and *good* in quality. She has *1 life* Long Boat and *3* others.
 The Windlass is *Clarke Chapman* Capstan and Rudder *wood* Pumps *wood*
Engine Room Skylights.—How constructed? *Of teak* How secured in ordinary weather? *By slide bars*
 What arrangements for deadlights in bad weather? *Glass panels in shutters*
Coal Bunker Openings.—How constructed? *Flat scuttles* How are lids secured? *Self locking* Height above deck? *Nil*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four ports on each side*
Cargo Hatchways.—How formed? Main Hatch Forehatch Quarterhatch
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams?
 Hatches, If strong and efficient?

Order for Special Survey No. *1989* Date *25th Nov 1884*
 Order for Ordinary Survey No. *294* Date *25th Nov 1884*
 No. *294* in builder's yard.
 State dates of letters respecting this case *Secretary's of 6th Nov 1884 and 25th Mar. 1885.*

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is good. This vessel is built of steel in accordance with the enclosed tracing, the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.*

How are the surfaces preserved from oxidation? Inside *By cement and paint* Outside *By paint*
 I am of opinion this Vessel should be Classed *100 A 1 "Yacht"*
 The amount of the Entry Fee ...£ ... is received by me, *4/6 1885*
 Special ...£ *20*
 Certificate ...
 (Travelling Expenses, if any, £ ...)
 Committee's Minute *TUESDAY 9 JUNE 1885*
 Character assigned *Steel Yacht*
 Surveyor to Lloyd's Register of British and Foreign Shipping. *Jo. Thomson*
 It is submitted that this vessel appears worthy to be classed *100 A 1 Steel Yacht* as recommended by Lloyd's Register of British and Foreign Shipping.