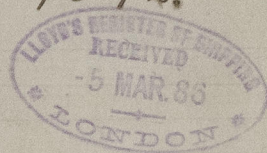


Ship "Earl of Sherdeen" Glasgow Report No. 4592. —

Description of Steel Spars

Iron Sailing Ship No 145

6/3/86:



Fore Mast and Topmast in one. To Lower Mast head ext. $94'3''$ to Topmast head $133'6''$. Diameter at partners $33''$, Lower Mast head $21\frac{1}{2}''$, Topmast head $14''$ heel $24''$. Built in Four plates to Lower Mast head, and in Two plates from Lower Mast head to Topmast head. Plates $\frac{1}{32}''$ at heel, $\frac{5}{32}''$ at partners, $\frac{3}{32}''$ at lower Mast head, $9\frac{1}{32}''$ at Topmast head. Landings of Lower Mast double rivetted, of Topmast single rivetted. Butts treble rivetted and straps to thicken than plates. Lower Mast doubled in way of rearing. Topmast doubled at Sheave hole.

Four Angles running whole length of Lower Mast $4 \times 3 \times \frac{12}{32}$. Plating of masts to be doubled to Surveyor's satisfaction from below lower yards to above ~~upper~~ lower topsail yards.

Main and Mizzen Masts same as Fore Mast.

Heels of masts to be efficiently strengthened.

Jigger Mast and Topmast in one (Barque Rig). To Lower Mast head to extreme $92'8''$, to Topmast head $122'8''$. Diameter at partners $26''$, lower Mast head $14''$, Topmast head $10''$ heel $19''$. Built in Three plates to Lower Mast head, and in Two plates from lower Mast head to Topmast head. Plates $\frac{3}{32}''$ at heel, $\frac{10}{32}''$ at partner, $\frac{3}{32}''$ at lower Mast head, $\frac{6}{32}''$ at Topmast head. Landings of lower Mast double rivetted, of Topmast single rivetted. Butts treble rivetted and straps to thicken than plates. Lower Mast doubled in way of rearing.

Bowsprit and Jibboom in one.

Bowsprit outside K.H. $25'6''$, diameter at K.H. $33''$, at Cap. $24''$. Built in Four plates $\frac{12}{32}''$ to $\frac{10}{32}''$ ^{$\frac{12}{32}''$ at heel}. Landings double rivetted. Butts treble rivetted and straps to thicken than plates. Four angles $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{12}{32}$ and Diaphragm plate to be fitted. Jibboom cap to hounds $28'6''$ diameter at cap $24''$ hounds $8''$. Built in Two plates $\frac{10}{32}''$ to $\frac{6}{32}''$. Landings single rivetted. Butts treble rivetted and straps to thicken than plates.



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Fore Yard extreme. 88'-0" diameter at Sluice 22" Ends 11"
Built in two plates $\frac{1}{32}$ to $\frac{7}{32}$.
Two angles running for three fourths length $3 \times 3 \times \frac{10}{32}$.
Doubled for 6'-0" in way of Sluice.

Fore Lower Top Sail Yard extreme 80'-0" diameter at Sluice 20"
Ends 10" Built in two plates $\frac{10}{32}$ to $\frac{5}{32}$.
Two angles running for three fourths length $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{8}{32}$.
Doubled for 6'-0" in way of Sluice.

Fore Upper Top Sail Yard extreme 44'-0" diameter at Sluice 18"
Ends 9" Built in two plates $\frac{8}{32}$ to $\frac{5}{32}$.
Two angles running for three fourths length $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{8}{32}$.
Doubled for 6'-0" in way of Sluice.

Landings of Yards high rivetted. Butts overlapped
and treble rivetted.

Yards on Main and Mizzen Masts same as
Fore Yards.

Charles Cornell & Co.

Scottish Shipbuilding Yard.

Whiteinch Glasgow.

1/3/86.

J.H.
6/3/86



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