

No. 6673 Survey held at Troon Date, first Survey 16th March Last Survey 7th December 1874.

on the Screw Steam Yacht "Edeline" Master Thomas Davis
Tonnage under Tonnage Deck 166.04
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck 14.13
Ditto of Forecastle
Gross Tonnage 180.20
Crew Space as per Rule 16.64
Register Tonnage, cut on Beam 163.53
Engine Room 54.66
Register Tonnage, as a Steamer, cut on the Beam 105.84
Built at Troon When built 1874 Launched 14th October 1874.
By whom built Troon Ship Building Co. Owners Carl Delawarr & Blackhurst
Port belonging to Southampton Destined Voyage Southampton
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 134.0 Feet. 0 Inches. Extreme Breadth Outside 22.8 Feet. 8 Inches. Depth of Hold 10.5 Feet. 5 Inches. Number of Decks One
Length of Keel 130.0 Feet. 0 Inches. (Depth from limber-strakes to under side of lower deck beam)

Scantlings of Timber.				Outside Plank.				INCHES.				Dimensions of Ship per Register,			
TIMBER AND SPACE				Middle. Ends.				In Ship. Required per Rule.				length/35.8 breadth22.6 depth10.5			
Floors	9	9	—	8 3/4	8	—	Garboard Strakes...	6	2 1/2						
1st Foothooks	8 1/2	8	—	7 3/4	7	—	Garboard to Bilge ..	3 1/2	2 1/2						
2nd Ditto	8	8	—	7	6 1/2	—	Bilge Planks	3 1/2	2 1/2						
3rd Ditto	8	7	6	6 1/2	6	—	Bilge to Wales	3 1/2	2 1/2						
Top Timbers	7	—	6	6 1/2	—	4 3/4	Wales	4 1/2	4						
Deck } N ^o 26 Average Space } 3/8	9	7 1/2	6 1/2	7 1/2	7 1/2	6 1/4	Topsides	4 1/4	3						
Beams }							Sheer Strakes	4	3						
Deck Beams, length amidships	20 ft 6 in	—	—	20 ft	—	—	Plank Sheers	2 1/2	2 1/2						
Hold } N ^o — Average Space }							Water } Upper Deck	10x8	4 1/2x6 1/4						
Beams }							Ways } Lower Deck	8x4 1/2							
Hold Beams, length amidships	—	—	—	—	—	—	Ditto, faying surface against Timbers ...	5 1/2	5						
Keel	11	14	—	10	10	—	Upper Deck.....	3x3	2 1/2						
Scarp of Ditto	5/10	—	—	4/6	—	—									
Keelsons	12 3/4	12	—	11	11	—									
Scarp of Ditto	3/6	—	—	4/6	—	—									

Inside Plank.

In Ship.

Required per Rule.

Limber Strakes 12x6 3 1/2

Bilge Planks 4 in. N^o 4 3 1/2

Ceiling in Flat 3 1/2 2

Ditto Bilge to Clamp 3 1/2 2

Hold Beam Clamps..

Deck Beam Ditto ..

Ceiling 'twixt Decks

Hold Beam Shelves ..

Deck Beam Ditto....

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.										Copper or Y.M. in Ship	Iron in Ship.	Inches required per Rule			
			Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule				Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule				
Heel-Knee, & Deadw'd abaft						Transoms and throats of Hooks						Hold Beam {	Waterway ..	—	—
Scarp of Keel, N°. 8						Arms of Hooks.....							Bolts in {	Knees	—
Keelson Bolts through Keel						Thro' Bilge and Limber Strakes						Deck Beam {		Waterway ..	3/4
at each Floor						Thickstuff over Double Floors ..							Bolts in {	Knees	3/4
Bolts thro' Heels of Timbers						Butt End Bolts.....						Shelf or Clamp		Shelf or Clamp	3/4
against Deadwood						Short Bolts in Ceiling							Nails or Bolts in Flat of Deck		
Frame Bolts.....						Pintles of the Rudder						Treenails Inches		1 1/4	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1:2 Inches. The Space between the Top-Timbers is 3:4 Inches.
The Floors consist of British Oak The First Foothooks of British Oak
The Second Foothooks of British Oak & Larch The Third Foothooks and Top Timbers of Larch
The Main Keelson is Pitch Pine and is free from all defects. The Shifts of the First and Second Foothooks are not less than 1/6"
The Transoms, Knightheads, Hawse Timbers, & Aprons of British Oak N.B. When less than prescribed by the Rule, state how many.
Deadwood, of American Elm and British Oak ditto. The rest of the Shifts of the Frame are sufficient
The Stem, and Stern Post of British Oak ditto. The Frame is well squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is squared
The Deck and Hold Beams of Larch The all Frames of frame bolted together to the gunwale.
The Breasthooks of Spron N.B. If not, state how bolted.
The Knees of Spron The Keel of American Elm The Butts of the Timbers are fitted close together; their thickness not less than 1/3 of the entire moulding at that place.
The Main piece of Rudder of British Oak of Wood of Spron The Frame is cross choiced with a Butt at each end of the choick.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm
or to the First Foothook Heads }
From the above named Height to the Light Water Mark American Elm
From the Light Water Mark to the Wales Pitch Pine
The Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch Pine
The Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine & Red Pine
Lower Deck
The Decks Yellow Pine State of very good.
The Shifts of the Planking are not less than 6 Feet 0 Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three & four strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine
The Ceiling, Lower Hold, and between Decks Larch & Pitch Pine Shelf Pieces and Clamps Pitch Pine
Fastenings.—To Hold Beams None

Deck Beams Thick Shelf and Waterway, Spron Staple Lodging Knees in Mast spaces, and Spron Rider Knees to every Beam for half the length amidships, and to alternate Beams before and abaft, and fastened with Yellow Metal Bolts.
Number of Breasthooks Four Pointers Crutches Three
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes are bolted through and clenched on Timbers Treenails of British Oak How Made Turned
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship very good.

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature From Ship Building Co. Surveyor's Signature Edward R. Archman
Lloyd's Register Foundation

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	105 1/2	4 1/8	13 1/2 B.S. 20 1/2	13 1/2	11 1/2	Certificates dated 19 th October 1874.	1844	6" 0" 20 3/8 3" 0	5" 0" 0	4 1/2	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	30 1/2	4 1/8	13 1/2 " 20 1/2	13 1/2	11 1/2	where Tested, and name of Superintendent).	1851	4" 2" 2 6" 18" 3" 0	5" 0" 0	4 1/2	
	Fore Topmast Stay Sails,	Dates of Certificates	20 October 1874		Netherdon Proving House. - D. G. Lewis pro Superintendent.			Dates of Certificates	21 October 1874				
	Main Sails,	Hawser	90	6		6		Stream	1	2" 0" 2 1/2	1" 3" 0		
	Main Top Sails,	Towlines	90	4		4		Kedges	1	1" 0" 10.	1" 0" 0		
	and	Warp	90	3									
		All of good quality											

Her Standing and Running Rigging Hempen sufficient in size and good in quality. She has One Long Boat and two others

The present state of the Windlass is Capstan Efficient and Rudder Efficient Pumps 2 Metal

Scuppers, &c. - What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Boards

Cargo Hatchways. - How formed? None State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? Main Hatchways. - State size

Order for Special Survey, No. 681

Date March 1874

Order for Ordinary Survey, No. 35

Date March 1874

DATES of Surveys held while building, as per Section 35.

1st. When Frame is completed
2nd. When the Beams are put in, &c.
3rd. When completed, and before the plank be painted or payed

Built under S.S. and surveyed 1874 March 16.
April 9, 13, 21, 24. May 4, 14, 22, 24. June 12, 22, 29. July 13.
August 18, 21. Sept 3, 10, 14, 18, 28. October 5, 6, 8, 12, 14, 17, 21, 23, 30.
November 2, 9, 16, 23.

General Remarks.

The whole of the Outside planking from the lower part of Keel to the Waterways inclusive, also the heels of the Cant Timbers are fastened with Yellow Metal to the entire exclusion of Iron, and the Bolts in Frames, Iron Straps, and Chain and Preventor plates, also the whole of the inside fastening of Galvanized Iron, including the Bilge and Limber strakes, the bolts being clenched on the frame and fastened as required to enable the Vessel to receive two years additional, under the Rules Section 46 paragraph 2. -

Iron Ship Building Co
J. W. Webb

The Frame of this Vessel is coated with a solution of Copperas, and is patted, also the Keelson all fore and aft cased and patted as required by the Rules Section 37; for Vessels claiming an extra year - Beams not patted. -

This Vessel is 5.8 breadth, and 12.4 depths to length, and has twenty-three pairs of Iron Straps 4 x 3 fitted diagonally outside the frame, extending from the Gunwale down to the floor heads, also one Iron Strap round the Stern carried well on to the Quarters, she has also thick shelf and Waterway to Deck Beams, and a Rider added to Main Keelson. - The Screw and Rudder Post are well connected to the Keel with Yellow Metal Castings through bolted. - The workmanship and materials are of the very best description. -

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Copper over Paper When last done Now

I am of opinion this Vessel should be Classed A.A.I.

The Amount of the Entry Fee.....£ 2: 0: 0 is received by me,

Travelling Expenses, Special.....£ 8: 6: 0

(if any) £ 4: 4: 0 Certificate.....£ 2: 9: 0

Committee's Minute 11th December 1874

Character assigned A for 11 yrs

Saltu
C.F.
Me.
J.B.H.

Edmund R. Borchmann
2019
Lloyd's Register Foundation