

33280

Official Number 08428

Flat keel plate 18 x 5/8 inch double angle

Inches In Ship.	Inches per Rule.	Inches In Ship.	Inches per Rule.
KEEL, depth and thickness STEM, moulding and thickness... .. STERN POST for Rudder do. do. for Propeller Distance of Frames from moulding edge to moulding edge, all fore and aft	5x4x19/16 5 1/2 x 1 1/4 5 1/2 x 2 1/8 5 1/2 x 2 1/4 - 21 -	D x 1 1/8 5 1/2 x 1 1/8 5 1/2 x 2 1/4 5 1/2 x 2 1/4 - 21 -	(Class No. A)

Inches. In Ship.	Inches. In Ship.	16ths required per Rule	Inches. In Ship.	Inches. In Ship.	16ths required per Rule
FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end	3 x 3 x 9/16 3 x 3 x 9/16	9/16 9/16	3 x 3 x 9/16 3 x 3 x 9/16	3 x 3 x 9/16 3 x 3 x 9/16	9/16 9/16
REVERSED FRAMES, Angle Iron	- 22 in -	- 18 in -			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges...	10 x 5/16 5/16 - 22 in -	9 x 5/16 x 5/16 5/16 - 18 in -			
BEAMS, Upper, Spar or Avon Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Average space...	4 x 3 x 5/16 - 42 in -	Built 4 x 4/16 2 x 2 x 4/16 - 42 in -			
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Average space...	- 42 in -	- 42 in -			
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Average space...	- 42 in -	- 42 in -			
KEELSONS Centre line, single or double plate, box, or intercostal plates Rider Plates upper edge double Bolt Plate to Intercostal Keelson Angle Irons lower edge double Double Angle-Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	13 x 5/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16	12 x 5/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16 3 x 3 x 9/16			
BILGE Angle Irons all fore and aft do. Bolt Iron do. Intercostal plates riveted to plating for _____ length	3 x 3 x 5/16 3 x 3 x 5/16 3 x 3 x 5/16	3 x 3 x 5/16 3 x 3 x 5/16 3 x 3 x 5/16			
BILGE STRINGER, Angle Irons Intercostal plates riveted to plating for _____ length amidships	3 x 3 x 5/16 6 x 5/16	3 x 3 x 5/16 6 x 5/16			
SIDE STRINGER Angle Irons	3 x 3 x 5/16	3 x 3 x 5/16			

Transoms, material Knight-heads Hawse Timbers win frames and plates

Windlass English Oak Pall Bitt English Oak 9 x 9
Shackle 2 1/2 x 2 1/2 main piece

The FRAMES extend in one length from keel to gunwale Riveted through plates with 5 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to above the upper and turn of bilge 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 3/4 in. diameter averaging 3 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.

Rails of Stakes At Bilge for _____ length, treble riveted with Butt Straps thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

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 1/2 in Breadth of laps of plating in single riveting 2 1/2 in

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double riveted

Waterway, how secured to Beams Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides Solid welded inner rivets No. of Breasthooks One Crutches One

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

Manufacturer's name or trade mark, Consell Iron Comp.

The above is a correct description.

Builder's Signature,

Surveyor's Signature,

Surveyor's Signature,

120N455-0038

Workmanship. Are the butts of plating planed or otherwise fitted? planed 11765 Iron
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? Solid
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? not any

Masts, Bowsprit, Yards, &c., are of Pine 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

Keel as a Topsail Schooner
having two masts, a fore yard, and a fore topsail yard.

NUMBER for EQUIPMENT

SAILS. CABLES, &c.
Fore Sails, Chain
Fore Top Sails, (Machine where Tested,
Fore Topmast Stay Sails, date, and name of
Main Sails, Hempen Stream
Main Top Sails, Cable
Hawser
Towlines
Warp
quality

Fathoms. Inches.

Test per Certificate.

In. req'd per Rule.

Test req'd per Rule.

ANCHORS, &c.

N^o.

Weight.

Ex. Stock.

Test per Certificate.

W'ght req'd per Rule.

Test req'd per Rule.

Standing and Running Rigging of Pine & Hempen sufficient in size and good in quality. She has one Long Boat and a big Stucco
The Windlass is Good Capstan Good and Rudder Good Pumps Two main pumps of iron & 4 in.

Engine Room Skylights.—How constructed? iron frame and plate How secured in ordinary weather? laid and seven bolts

What arrangements for deadlights in bad weather? such plate glass protected by galvanized bars (or gratings) and top

Coal Bunker Openings.—How constructed? of plate iron How are lids secured? laid on deck Height above deck? flush

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? three scuppers, two main ports

Cargo Hatchways.—How formed? framings & head ledges of Peak 7' x 12' and angle iron caps

State size Main Hatch 5'6" x 3'6" Fore hatch 3'6" x 3'6" Quarter hatch 4' x 3'6"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? principally cap scuttles strong & efficient

Order for Special Survey No. _____ DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought not built under

Date _____ Surveys held 2nd. On the plating during the progress of riveting Survey, but seen at

Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid the following date

Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented 13th July 1873

No. _____ in builder's yard. Section 18. 5th. After the ship was launched and equipped Augst 2nd 5th 19th 22nd 23rd 27th

General Remarks, This small seven steam Yacht is very well built, and

is fitted with a short raised Quarter Deck; is intended for special

service on the East Coast of Africa (amongst the Zanzibar Islands,

as a tender, for which she appears to be admirably adapted.

The flat plate keel is stiffened by a second keel formed

of double angle iron (back to back, 5' x 2 1/2' x 1/2' spaced to keel plate and

beach other, and extending over the main body of vessel to within

twelve feet of stem, and for the same distance from the Stern Post;

from the aft side of Stern Post ranging twelve feet before same,

double angle iron 5' x 4' x 1/2' are fitted against the sides of propeller

frame and garboard strakes, and the whole are riveted together

the bottom or horizontal flanges being riveted to a sole plate.

It will be observed above that she was not built under

for classification. The particulars detailed on this Report were not

taken until a few days before she was launched, but notwithstanding

the materials used in her construction together with the general

disposition of same, as also the workmanship throughout, appears

to be very satisfactory, that is respectfully submitted for the favourable

consideration of the Committee that she be classed as named below.

State if one, two or three decked vessel, or of spar or running deck, and length of poop, foremast or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside By Paint and Portland Cement Outside Paint and

I am of opinion this Vessel should be Classed 100 A Cement to upper turn patent

The amount of the Entry Fee ... £ 2 : 0 : 0 is received by me, of Riles Composition

Special ... £ 8 : 8 : 0

Certificate ... £ 2 : 0 : 0

(Travelling Expenses)

(if any) £ 0 : 0 : 0

Committee's Minute 2nd September 1873

Character assigned 100 A

M.C. A.P.

This vessel appears

eligible to be classed

as recommended

100 A. 1. (Screw tender)

1/9/73