

IRON SHIP.

1865-1

No. 4470 Survey held at Glasgow Date, First Survey 10th Feb'y Last Survey 13th June 1877
 On the Screw Steam Yacht "Elspeth" Master Bruce

TONNAGE under Tonnage Deck 124.19 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck - SPAR, OR AWNING-DECKED VESSEL.
 Ditto of Poop, or Raised Or. Deck - HALF BREADTH (moulded) 8.50
 Ditto of Houses on Deck Roundhouse 7.10 DEPTH from upper part of Keel to top of Upper Deck Beams 10.66
 Ditto of Forecastle - GIRTH of Half Midship Frame (as per Rule) 15.41
 Gross Tonnage 181.29 1st NUMBER 34.57
 Less Crew Space - 1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet]
 Less Engine Room 52.12 LENGTH 124
 Register Tonnage as cut on Beam 79.17 2nd NUMBER 4286
 PROPORTIONS—Breadths to Length 7.3
 Depths to Length—Upper Deck to Keel -
 Main Deck ditto 11.7

Built at Glasgow
 When built 1877 Launched 30th May 1877
 By whom built J. & G. Thomson
 Owners John Campbell Esq.
 Port belonging to Glasgow
 Destined Voyage Pleasure Purposes
 Surveyed while Building, Afloat, at the Shipyard

LENGTH on deck as per Rule 124 BREADTH—Moulded 17 DEPTH top of Floors to Upper Deck Beams 9.5 Power of Engines 50 Horse. 50 N° of Decks with flat laid 1 N° of Tiers of Beams 1

Dimensions of Ship per Register, length, 130 breadth, 17 depth, 9.35

KEEL, depth and thickness 7 x 1
 STEM, moulding and thickness 7 x 1
 STERN-POST for Rudder do. do. 7 x 2
 for Propeller 7 x 2
 Distance of Frames from moulding edge to moulding edge, all fore and aft 21
 FRAMES, Angle Iron, for $\frac{2}{3}$ length amidships 2 1/2 x 2 1/2 x 5
 Do. for $\frac{1}{3}$ at each end 2 1/2 x 2 1/2 x 5
 REVERSED FRAMES, Angle Iron 2 1/4 x 2 1/4 x 4
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 15 x 4
 thickness at the ends of vessel 4
 depth at $\frac{2}{3}$ the half-bdth. as per Rule as sketch
 height extended at the Bilges as sketch
 BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron -
 Single or double Angle Iron on Upper edge -
 Average space -
 BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 x 3 x 6
 Single or double Angle Iron, on Upper Edge -
 Average space 42
 BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron -
 Single or double Angle Iron on Upper Edge -
 Average space -
 KEELSONS Centre line, single or double plate, box, or Intercoastal Plates 4 x 3 x 7
 " Rider Plate -
 " Bulb Plate to Intercoastal Keelson -
 " Angle Irons -
 " Double Angle Iron Side Keelson -
 " Side Intercoastal Plate -
 " do. Angle Irons -
 " Attached to outside plating with angle iron -
 BILGE Angle Irons 3 x 3 x 6
 " do. Bulb Iron -
 " do. Intercoastal plates riveted to plating for length -
 BILGE STRINGER Angle Irons -
 Intercoastal plates riveted to plating for length -
 SIDE STRINGER Angle Irons -

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied -
 fm up. part of Bilge to lr. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake Up. or Spar Dk. Sh'rstrake, breadth & thickness -
 Butt Straps to outside plating, breadth & thickness 8 x 5-6
 Lengths of Plating 12 x 3
 Shifts of Plating, and Stringers Two spaces
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness -
 Angle Iron on ditto -
 Tie Plates fore and aft, outside Hatchways -
 Diagonal Tie Plates on Beams No. of Pairs -
 Planksheer material and scantling -
 Waterways do. do. -
 Flat of Upper Deck do. do. -
 How fastened to Beams -
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 30 x 5
 Is the Stringer Plate attached to the outside plating? Yes
 Angle Irons on ditto, No. 1
 Tie Plates, outside Hatchways -
 Diagonal Tie Plates on Beams, No. of pairs -
 Waterways materials and scantlings 13 x 4
 Flat of Lower Deck do. do. 2 1/2
 How fastened to Beams Screwed from below
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams -
 Is the Stringer Plate attached to the outside plating? -
 Angle Irons on ditto, No. -
 Stringer or Tie Plates, outside Hatchways -
 Flat of Lower Deck -
 Ceiling between Decks, thickness and material in hold do. do. Wood lining
 Main piece of Rudder, diameter at head 3
 do. at heel 2 1/2
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 4 Thickness of Height up to Main Deck
 How secured to sides of ship By double frames
 Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 4 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? fitted with liners

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Napier's Patent Pall Bitt -

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/16 in. Rivets, about 4 1/2 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to Engine & Boiler spaces and to Engine & Boiler spaces 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 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, single riveted; with rivets 7/8 in. diameter, averaging 2 1/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, single riveted; with rivets 7/8 in. diameter averaging 2 1/8 ins. from centre to centre.
 Butts of - Strakes at Bilge for - length, treble riveted with Butt Straps - thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, single riveted; with rivets 7/8 in. diameter, averaging 2 1/8 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 2 1/8 ins. from cr. to cr.
 Edges of Main Sheerstrake, single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for - length amidships. Butts of Upper or Spar Sheerstrake, treble riveted - length amidships.
 Butts of Main Stringer Plate, treble riveted for - length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for - length.
 Breadth of laps of plating in double riveting - Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, double Riveted? Yes

Waterway, how secured to Beams Nuts & Screws (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By Wood Knives

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

Manufacturer's name or trade mark, Angles "Roches-olough," Plates "Merne"

The above is a correct description.

Builder's Signature, H. James & Geo. Thomson

Surveyor's Signature, Saml. Laphor

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

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? *None*

18651 Iron

Masts, Bowsprit, ~~Yam~~, &c., are *all* 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 Pole Masts of Pine, Fore and Aft Schooner rigged*

NUMBER for EQUIPMENT *4286*

N ^o .	SAILS.	CABLES, &c.	Chain	Certificate.	req'd per Rule.	per Rule.	ANCHORS.	N ^o .	Weight.	Ex. Stock.	Certificate.	req'd per Rule.	per Rule.
	Fore Sails,	(State Machine where Tested, Date, & name of Superintendent, & name of Ship.)	120 1 1/16	8 1/2	120 - 1/16	8 7/10	Bowers	1	4.1.27	6.17.2.0	5 ant	7 1/20	
	Fore Top Sails,		3 links out of each 15 faths.	123 1/4		12 3/4		Stock	3.0				
	Fore Topmast Stay Sails		Stud link					1	4.0.13	6 1/2	4	6 10/20	
	ain Sails,	Hmpn Strm Cbl	90 5		90-5		(State Machine where Tested, Date, & name of Superintendent, & name of Ship.)						
	Towlines	Hawser ...	90 3		90-3		20 faths. 11 May 1877. D. G. Lewis						
	ain Top Sails,	Towlines ...	90 2 1/2										
	Warp	Warp ...						Stream					
	quality new							Kedges	1.2.0		1 1/2		

ing and Running Rigging *Wine & Hemp* sufficient in size and *good* in quality. She has *four* Boats

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good and efficient*

Engine Room Skylights. How constructed? *Plate and angle iron* How secured in ordinary weather? *Brass Quadrants*

What arrangements for deadlights in bad weather? *Brass bars and thick glass*

Coal Bunker Openings. How constructed? *Cast iron frame* How are lids secured? *Bolted* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 water ports - 4 scuppers and Gangway*

argo Hatchways. How formed? *—*

State size 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. *127*

Date *April 9/77*

Order for Ordinary Survey No. *—*

Date *—*

No. *158* in builder's yard.

DATES of Survey held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

1877. Feby. 10. 15. 23. 26.
March 1. 7. 14. 17. 21. 29
April 6. 11. 18. 25.
May 4. 9. 18. 29
June 6. 12.

General Remarks (State quality of workmanship, &c.)

The Workmanship and Materials are of good quality and the fastenings efficient - Built in accordance with the Sketch herewith of midship section, approved per Committee's Letter of 8th Feby 1877 and in general conformity with the Rules, and Equipped as per proposal of Owner's Agents, approved 2nd March 1877, with a view to the grade for which she is recommended, for which it is respectfully submitted she is eligible to be classed,

Fitted on Deck with Companion and Smoking Room aft 14 x 8 Iron House over Boiler and Galley amidships. 12 x 5 1/2

are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed

AI (Yacht)

The amount of the Entry Fee ... £ *2* : : is received by me, *Saml. Laphorn*

Special ... £ *6* : 11 : June 1877

Certificate ... *—*

(Travelling Expenses, if any, £ *6* 6/3)

Committee's Minute

19th June, 1877.

Character assigned

A Yacht
Defr Lloyd's Reg

This vessel appears eligible to be classed as recommended by A.I. Yacht

Lloyd's Register Foundation