

STEEL IRON SHIP. YACHT. 21333

No. 4664 Survey held at Paisley

Date, First Survey 26 April '22 Last Survey 19 Aug 1877

On the Steel yacht No 26

Master

1877

TONNAGE under
Tonnage Deck
Ditto of Third, Spar,
or Awning Deck.
Ditto of Poop, or
Raised Qr. Dk.
Ditto of Houses
on Deck
Ditto of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage
as cut on BeamONE, ~~OR TWO DECKED, OR THREE DECKED~~ VESSEL.~~SEAR, OR AWARD DECKED VESSEL.~~

Feet.

HALF BREADTH (moulded)

DEPTH from upper part of Keel to top of Upper Deck Beams

GIRTH of Half Midship Frame (as per Rule)

1st NUMBER

1st NUMBER

[deduct 7 feet]

LENGTH

2nd NUMBER

PROPORTIONS—Breadths to Length

Depths to Length—Upper Deck to Keel

Main Deck ditto

Built at Paisley

When built 1877 Launched June 77

By whom built Abernethy Ship Bldg Coy.

Owners

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 60 Feet. Inches. BREADTH—Moulded 7 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 9 Feet. Inches. Do. do. Main Deck Beams Power of Engines Horse. N° of Decks with flat laid ONE N° of Tiers of Beams ONE

Dimensions of Ship per Register, length, breadth, depth,

KEEL, depth and thickness 4 x 3/4 Inches in Ship. Inches per Rule 4 x 3/4
STEM, moulding and thickness 4 x 3/4
STERN POST for Rudder do. do. 4 x 3/4
" " for Propeller 4 x 3/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 15
(Class A-1 YACHT)

FRAMES, Angle Iron, for 1/2 length amidships 1 1 3/16
Do. for 1/2 at each end 1 1 3/16

REVERSED FRAMES, Angle Iron 1 1 3/16

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 6 x 2/16
" thickness at the ends of vessel 3
" depth at 3/4 the half-bdth. as per Rule 20 per section.
" height extended at the Bilges

BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 2 x 1 1/2 x 4/16
Single or double Ang. Iron, Plate or Tee Bulb Iron 30 in

BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron
Single or double Ang. Iron, on Upper Edge
Average space

BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron
Single or double Ang. Iron on Upper Edge
Average space

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates
" 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 2 x 1 1/2 x 4/16
" do. Bulb Iron
" do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons
Intercoastal plates riveted to plating for length

STERN POST Angle Irons

Transoms, material. Knight-heads. Hawse Timbers.

Windlass Hand screw Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/8 in. Rivets, about 3 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to on top of floors only and to 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 5/16 in. diameter, averaging 1 3/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, ~~double~~ riveted; with rivets 5/16 in. diameter, averaging 1 1/4 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double ~~double~~ riveted; with rivets 5/16 in. diameter averaging 1 1/4 ins. from centre to centre.Butts from Bilge to Main Sheerstrake, worked carvel, double ~~double~~ riveted; with rivets 5/16 in. diameter averaging 1 1/4 ins. from cr. to cr.Edges from bilge to Main Sheerstrake, worked clencher, ~~double~~ single riveted; with rivets 5/16 in. diameter, averaging 1 1/4 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double ~~double~~ riveted; with rivets 5/16 in. diameter, averaging 1 1/4 ins. from cr. to cr.Edges of Main Sheerstrake, ~~double~~ single riveted.Butts of Main Sheerstrake, ~~double~~ single riveted for length amidships. Butts of Upper or Spar Sheerstrake, ~~double~~ single riveted for length amidships.Butts of Main Stringer Plate, ~~double~~ single riveted for length amidships. Butts of Upper or Spar Stringer Plate, ~~double~~ single riveted for length amidships.

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

Butt Straps of Keelsons, Stringer ~~and Tie Plates~~, double & single Riveted?Waterway, how secured to Beams Backed to Stringer plate (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? Beam knees. Riveted to frames No. of Breasthooks, 2 Crutches, 1What description of ~~STEEL~~ is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle iron and plates madeManufacturer's name or trade mark, By Steel Coy of Scotland. Linn? Norton or Glasgow.

The above is a correct description.

Builder's Signature, Surveyor's Signature, James P. Davis

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Hand fitted*
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? *Very few and in butts only.* 21333 Jan.

Masts, Bowsprit, Yards, &c., are _____ in _____ 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	31 1/2	3/8	1.625 in.	30. 3/8	1.625	Bowers	1	88 lbs.	—	80 lbs. test
	Fore Sails,	Chain			Breaking strain 3.25 tons.				1	49 lbs.	—	40 lbs. required
	Fore Top Sails,											
	Fore Topmast Stay Sails	Hmpn Strm Cbl	20	3 1/2		20. 3 1/2						
	Main Sails,	Hawser ...	20					Stream				
	Main Top Sails,	Towlines ...						Kedges				
	and	Warp ...										
		quality <i>good</i>										

Standing and Running Rigging _____ sufficient in size and _____ in quality. She has _____ Long Boat and _____

The Windlass is *Hand winch* Capstan _____ and Rudder *good* Pumps *one*

Engine Room Skylights. How constructed? *Take coming in. But slight* How secured in ordinary weather? *Blocked down*

What arrangements for deadlights in bad weather? *Thick glass and putty*

Coal Bunker Openings. How constructed? *Teak* How are lids secured? *Locked* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *open Bulwarks.*

Cargo Hatchways.—How formed? *None.*

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. <input checked="" type="checkbox"/>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought
Date <input checked="" type="checkbox"/>		2nd. On the plating during the process of riveting
Order for Ordinary Survey No. <input checked="" type="checkbox"/>		3rd. When the beams were in and fastened, and before the decks were laid...
Date <input checked="" type="checkbox"/>		4th. When the ship was complete, and before the plating was finally coated or cemented..
No. <i>26.</i> in builder's yard.		5th. After the ship was launched and equipped

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

With the exception of some steel bars (for the stern frame of brass) all the angles and plates used in the construction of this yacht—supplied and made by the Steel Company of Scotland at Renfrew Works Glasgow. These angles and plates tested. (Holloed test as also for Lascille chains) and found of uniform good quality—

Builder's note this steam yacht has been sold to the Greek Government as a torpedo boat. but no other particulars can be obtained.

approved midship section attached.

James Purdie.
29 May 1878.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement.* Paint _____ Outside *Paint*

I am of opinion this Vessel should be Classed _____

The amount of the Entry Fee ... £ : : is received by me, *By 23rd May 1878*
Special ... £ : :
Certificate ... : :
May 1878 *James Purdie.*

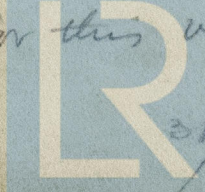
(Travelling Expenses, if any, £2.2.0).

Committee's Minute

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Character assigned

no class applied for this vessel



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