

STEEL IRON SHIP. YACHT. 21553

No. 4664 Survey held at Paisley Date, First Survey 26 April 77 Last Survey 19 Aug 77 1877

On the Steel yacht No. 26 Master James of 57 1/2 Built at Paisley When built 1877 Launched June 77 By whom built Abercorn Ship Bldg Coy. Owners Port belonging to Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck ONE, OR TWO DECKED, OR THREE DECKED VESSEL. 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 of THREE DECKED VESSEL [deduct 7 feet] LENGTH 2nd NUMBER PROPORTIONS—Breadths to Length Depths to Length—Upper Deck to Keel Main Deck ditto

Table with columns: Dimensions of Ship per Register, length, breadth, depth, Power of Engines, N° of Decks with flat laid, N° of Tiers of Beams. Rows include: KEEL, depth and thickness; STEM, moulding and thickness; STERN-POST for Rudder do. do.; Distance of Frames from moulding edge to moulding edge, all fore and aft; FRAMES, Angle Iron, for 1/2 length amidships; REVERSED FRAMES, Angle Iron; FLOORS, depth and thickness of Floor Plate; BEAMS, Upper, Middle, or Lower Deck; KEELSONS Centre line, single or double plate; BILGE Angle Irons; BILGE STRINGER Angle Irons; STEEL BRACING Angle Irons; Transoms, material. Knight-heads. Hawse Timbers. Windlass. 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 riveted; with rivets 5/16 in. diameter averaging 1 1/4 ins. from centre to centre. Edges from bilge to Main Sheerstrake, worked clencher, double or 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 riveted; with rivets 5/16 in. diameter, averaging 1 1/4 ins. from cr. to cr. Edges of Main Sheerstrake, double or single riveted. Butts of Main Sheerstrake, double riveted for length amidships. Butts of Upper or Spar Sheerstrake, double riveted length amidships. Butts of Main Stringer Plate, held in place length amidships. Butts of Upper or Spar Stringer Plate, double riveted for length. Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting 1/2 Butt Straps of Keelsons, Stringer and Tie Plates, double & single Riveted? Waterway, how secured to Beams Bolted 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, 1 What description of STEEL is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle Iron and Steel Plates Manufacturer's name or trade mark, J. Steel Coy of Scotland. Ltd. Glasgow. The above is a correct description. Builder's Signature, Surveyor's Signature, James P. Lloyd's Reg Surveyor to Lloyd's Register of British and Foreign Shipping.

Official No.

2000 (9.5.76)

IRON 479-0133

**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 <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.						Bowers	1	88 lbs.	—	80	40 test
	Fore Sails,							1	49 lbs.	—	40	inquire
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,						Stream					
	Main Top Sails,						Kedges					
	and											

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

The Windlass is *Hand truck* Capstan \_\_\_\_\_ and Rudder *good* Pumps *one*

Engine Room Skylights.—How constructed? *Wak coming. Ent slight* How secured in ordinary weather? *Boeked down*

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

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.  Date \_\_\_\_\_

Order for Ordinary Survey No.  Date \_\_\_\_\_

No. *26.* in builder's yard. 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
- 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

**General Remarks** (State quality of workmanship, &c.) *With the exception of steel bars (part of stem 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 W Glasgow. These angles and plates tested. (Also tested bars as also for Lascile chains) and found uniform good quality—*

*Builder's Note this Steam yacht has been sold to the Greek Government as a Troopedo 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 *Remains as 1st yacht*

The amount of the Entry Fee ... £ : : is received by me, *By 23/5 James Purdie.*

Special ... £ 2 : 2 : May 1878

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

(Travelling Expenses, if any, £ 2. 2. 0).

Committee's Minute \_\_\_\_\_ 18

Character assigned \_\_\_\_\_

