

Rec^d. 3/3/76Ans^d. 4/3/76

Iron Screw Steam Yacht to be built at Doo-
Glasgow by Messrs Cunliffe & Dunlop. For which
the 100 ~~th~~ class is sought.

Sketch of Midship Section and Longitudinal
Plan submitted by Mr. Cushman.

Dimensions: 182' x 21' 6" x 15' 3".

Numbers: 46.35 and 8,435

Proportions 8.6 Breadths x 11.9 Depth to length.

The Builders propose to make the sheerstrake $8\frac{1}{16}$ " instead
of $10\frac{1}{16}$ " as required, but the whole of the outside plating from
garboards to Sheerstrake is to be $\frac{1}{8}$ " thicker than required.

The floors are not in strict accordance with the Rules
but they are 24" deep at the middle instead of 13" as required
by Table G1. The Keelson is to be intercostal with double
angle irons on upper edge, riveted to the reverse frames on
inner edge of floors. Instead of a bulb to the bilge

Keelson, it is proposed to make the double angle irons
 $5 \times 4 \times 8\frac{1}{16}$ - the Rules requiring $3\frac{1}{2} \times 3 \times 6\frac{1}{16}$ angle irons.

And a lower deck is to be fitted all fore and aft
connected to the side by a stringer plate $18 \times 7\frac{1}{16}$ above
the requirements of the Rules: the lower deck beams
are to be $4 \times 3 \times \frac{5}{16}$. In consideration of this vessel

not being intended to carry cargoes it is proposed to
make the upper deck 3" thick instead of $3\frac{1}{2}$ " as per Rules
and the reverse frames at the ends are to be $2\frac{3}{4} \times 2\frac{3}{4} \times \frac{5}{16}$.

It is respectfully submitted that in view
of the purposes for which this Vessel is to be
used, the deck might be allowed to be 3" thick
as proposed provided the same be noted in
the Register Book and receive the sanction
of the Owner; and provided the remaining
deviations from the Rules, ^{as enumerated above} be approved by the
Owner, and the Vessel be built in accordance
with the scantlings and arrangements, and
in other respects in conformity to the Rules

and be completed to the entire satisfaction of the
local Surveyors - she will it is considered
be worthy of the contemplated 100 A Class

J.H. [Signature]

4/3/76.

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