

IRON SHIP.

No. 5490 Survey held at Little Date, First Survey 13th June Last Survey 26th August 1887

On the Steel S.S. Florida (Yacht) not yet built

TONNAGE under Tonnage Deck 27.08 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 Dk. Half Breadth (moulded) 5.75 Feet.

Ditto of Houses on Deck Depth from upper part of Keel to top of Upper Deck Beams 7.33

Ditto of Forecastle Girth of Half Midship Frame (as per Rule) 10.75

Gross Tonnage 28.33 1st Number 23.83

Less Crew Space 31.71 1st Number, if a 3-Decked Vessel deduct 7 feet

Less Engine Room 17.41 Length 56.5

Register Tonnage as cut on Beam 10.92 2nd Number 1346.39

Proportions—Breadths to Length 4.91

Depths to Length—Upper Deck to Keel 7.7

Main Deck ditto

Master

Built at Little

When built 1887 Launched 3/8/87

By whom built John Cran & Co

Owners J.A. Walker

Residence 15 Great George St. West-minster.

Port belonging to London

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 56 6 BREADTH—Moulded 11 6 DEPTH top of Floors to Upper Deck Beams 6 5 1/2 Power of Engines 17 Horse. N° of Decks with flat laid one N° of Tiers of Beams one

Dimensions of Ship per Register, length, 56.5 breadth, 11.45 depth, 6.6

KEEL, depth and thickness 4 x 7/8 Inches in Ship. Inches per Rule. 4 x 7/8
STEM, moulding and thickness 4 x 7/8 Inches in Ship. Inches per Rule. 4 x 7/8
STERN-POST for Rudder do. do. 4 1/2 x 1 1/2 Inches in Ship. Inches per Rule. 4 1/2 x 1 1/2
" " for Propeller 4 1/2 x 1 1/2 Inches in Ship. Inches per Rule. 4 1/2 x 1 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 18 Inches in Ship. Inches per Rule. 18

FRAMES, Angle Iron, for 2 length amidships 1 3/4 Inches in Ship. Inches per Rule. 1 3/4
Do. for 1/2 at each end 1 1/2 Inches in Ship. Inches per Rule. 1 1/2

REVERSED FRAMES, Angle Iron 1 1/2 Inches in Ship. Inches per Rule. 1 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 10 1/2 Inches in Ship. Inches per Rule. 10 1/2

thickness at the ends of vessel 10 1/2 Inches in Ship. Inches per Rule. 10 1/2

depth at 3/4 the half breadth as per Rule 20 per Section

height extended at the Bilges 20 per Section

BEAMS, Upper, Spar, or Awning Deck 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single or double Angle Iron on Upper edge 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Average space 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

BEAMS, Main, or Middle Deck 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single, or double Angle Iron, on Upper Edge 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Average space 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

BEAMS, Lower Deck 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single or double Angle Iron on Upper Edge 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Average space 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

BEAMS, Hold, or Orlop 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Single or double Angle Iron on Upper Edge 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

Average space 3 1/2 Inches in Ship. Inches per Rule. 3 1/2

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

Rider Plate 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

Built Plate to Intercoastal Keelson 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

Angle Irons 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

Double Angle Iron Side Keelson 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

Side Intercoastal Plate 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

do. Angle Irons 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

Attached to outside plating with angle iron 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

BILGE Angle Irons 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

do. Bulb Iron 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

do. Intercoastal plates riveted to plating for length 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

BILGE STRINGER Angle Irons 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

Intercoastal plates riveted to plating for length 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

SIDE STRINGER Angle Irons 4 1/2 Inches in Ship. Inches per Rule. 4 1/2

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 1/2 in. Rivets, about 3 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper turn of bilge 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 5/8 in. diameter, averaging 3 ins. from centre to centre.

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

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/2 in. diameter averaging 2 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, double or single riveted; with rivets 1/2 in. diameter, averaging 2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/2 in. diameter, averaging 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 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 1 3/4 in. Breadth of laps of plating in single riveting 1 3/4 in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? yes No. of Breasthooks, none Crutches, none

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

Manufacturer's name or trade mark, Clydesdale & Co.

The above is a correct description.

Builder's Signature, John Cran & Co. Surveyor's Signature, W. J. Darling

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

Workmanship. Are the butts of plating planed or otherwise fitted? *yes*
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? *any fur*

Masts, Bowsprit, Yards, &c., are *pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings
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 Material and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *One pole mast*

NUMBER & LETTER for EQUIPMENT		SAILS.		CABLES, &c.	Fathoms	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
N ^o .				Chain	20	7/16				Bower Anchors	1	3900.			
				Iron Stream Chain						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
				or Steel Wire											
				or Hempen Strm											
				Cable											
				Towline, Hemp.											
				or Steel Wire											
				Hawser											
				Warp											
				quality											

Standing and Running Rigging *iron stumps* sufficient in size and *good* in quality. She has *no* Long Boat and

The Windlass is *new* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *teak* How secured in ordinary weather? *quadrants*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings.—How constructed? *Cast iron jugs* How are lids secured? *Stud & slot* Height above deck? *Flush*

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

Cargo 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. *430*

Date *20th May 1887*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *20* 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 *Built under S.S. Surveyed*
- 2nd. On the plating during the process of riveting *1884 June 13. 16. 20. 29. July 4. 5. P. 9*
- 3rd. When the beams were in and fastened, and before the decks were laid... *12. 14. 15. 19. 20. 22. 23. 25. 27. August 5.*
- 4th. When the ship was complete, and before the plating was finally coated or cemented... *18. 19. 23. 26*
- 5th. After the ship was launched and equipped

State dates of letters respecting this case *26/5/87 / 2/6/87 (111)*

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

Workman ship and materials good.

This vessel has been built under Special Survey in accordance with the Rules approved by the committee, & in conformity with the Rules & Machinery Report on her hitherto.

This vessel proceeds to Cardiff & is then to be shipped to the River Plate.

State if one, two, or three decked vessel, or if open or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *paint*

I am of opinion this Vessel should be Classed *100A in the Yacht Register*

The amount of the Entry Fee£ 1 : : is received by me, *W. J. Darling*

Special£ 4 : : *13/9/1887*

(to be sent as per margin). Certificate ... *grate*

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned *100A*

FRIDAY 2 SEPT 1887

100A

Steel

Yacht

Register

Foundation

19/67