

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Supplied.
One full	Fore Sails,	Chain	15	2 1/2	1 1/2	1 1/2	1 1/2	Bower Anch'rs	5334	5.2.25	3.0.2.14	3.2.0	1 1/2
and 1 spare	Fore Top Sails,	Iron Str'm Chain	105	1 1/2	1 1/2	1 1/2	1 1/2	Stream	5335	5.0.2	4.4.2.0	3.2.0	1 1/2
	Fore Topmast Stay Sails,	Ditto do.	45	1 1/2	1 1/2	1 1/2	1 1/2	Kedge		1.1.0	—	0.3.0	1 1/2
1—	Main Sails,	Hmpn Strm Cbl.	120	6 1/2	1 1/2	1 1/2	1 1/2	Ditto		0.2.0	—	0.2.0	1 1/2
1—	Main Top Sails,	Hawser	90	5	1 1/2	1 1/2	1 1/2						
	and	Towlines	120	6 1/2	1 1/2	1 1/2	1 1/2						
		Warp	90	5	1 1/2	1 1/2	1 1/2						
		quality	good	and smaller.									

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

Her Standing and Running Rigging is good sufficient in size and good in quality. She has one Long Boat and one 18ft Pram.

The present state of the Windlass is good Capstan good and Rudder good Pumps good.

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Hinged wash ports

Cargo Hatchways.—How formed? properly framed with carlugs. State size Main hatch 6-1x4-2.
If of extraordinary size, state how framed and secured? The fore & after hatch each 2-10 square

What arrangement for shifting beams? None required

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size as above 6-1x4-2.

Order for Special Survey, No. ✓ DATES of Surveys held while building, as per Section 35:
1st. When the Frame is completed
2nd. When the Beams are put in, &c.
3rd. When completed, and before the plank be painted or payed

Order for Ordinary Survey, No. ✓ 35

No. 35 in Builder's Yard.

General Remarks. This small wood vessel is 10 yrs old and is now to be placed on the British Register. She is classed 3/8 in the Norwegian Veritas and it will be observed from the scantlings and iron hanging knees used in her construction that she has been built practically up to requirements for a 200-ton ship; she is consequently very strong without the slightest trace of break of sheer or weakness of any kind.

For a vessel of her build and age the writer has not seen one in better condition, and it would appear although not salted in the ordinary way, she must have been treated by some process of salting or pickling. Her condition was now ascertained thus: She was placed in dry dock, (no sheathing on bottom) all the outside planks from keel upwards including waterways, plank sheers, stem, knight beam, lower timbers, stern post and rudder, also shelves, clamps, inside plank and keelson scraped bright; the hold cleared, all air caissons and lime cleared, one stroke of topside planking removed all fore & aft on each side a plank also removed from each bow and each buttock; the outside planks through which the chain & presenter bolts pass and the frames in way of same are in good condition, the plank sheer and sperketing removed, one nail driven out from every alternate frame or 4th timber between the keel and plank sheer, also one from alternate frame or 4th timber between upper

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled NO. When last done ✓

It is of opinion this Vessel should be Classed & entered thus, YA-1, Reg'd. 4 yrs A.I. from 9.02, G.I.B.

The Amount of the Entry Fee .. £ 1 : 0 : 0 received by me, J. D. Aitken
Special .. £ 5 : 0 : 0 11.9.187
Certificate .. : :
Travelling Expenses, if any, £ 2-6-6

Committee's Minute FRI. 12 SEP 1902 18

Character assigned Best H.A. from 12.02
G.I.B. Lloyd A.I.B.
Wm. J. Loh

Rpt. 9a.

Port of

Continuation of Report No. 10185 dated

on the

Sloop "Elegance"

edge of wales and left water mark, also one for every 4th timber for 1/2 length amidships on each side at bilge and other parts where considered necessary in order to ascertain the state of the treenails and the timbers and planking in the treenail holes, bolts of iron 6 on each side in the range of deck beams. Driven out and from other parts; iron bolts from middle line not removed, but additional bolts now driven through keelson, floors and keel in alternate frames, also through stem, apron, stern post and deadwood; a stroke of ceiling removed all fore and aft to expose frames and chocks, one plank of ceiling at floor heads removed on each side, a stroke of deck next waterway removed on each side, the condition of the oakum and caulking ascertained, the windlass unhooked and its wood linings sufficiently stripped, the anchors and cables (new), also masts, spars and general equipment examined, the decks and Comings examined, the sheer and general form of the vessel as well as her condition now examined.

Repairs now done:— the additional bolts now driven in centre line as above described were of 1 1/2" galv'd iron; all planks removed for the examination of frame &c now replaced with American Red Pine, vessel recaulked over all.

In order to comply with the Board of Trade requirements the galley, water closet and lamp room had to be built on deck, and the floor of forecabin fitted 2 1/2" thick and caulked.

It is respectfully submitted that this vessel would at time of her construction be entitled to class thus:—

7 3/8 under Table A
0 " " Mach. Mtl. Rule Sect. 34.
0 " " Rule for Salting " 37.
0 " " For fastenings Sect. 46.
0 " " Roof Sect. 48.
YA Total.

J.D.A.

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