

STEEL YACHT.

BOX CASE

17836

State if Report is also sent on the Machinery of the Vessel YES

No. 50569

Port of GLASGOW Date of completion of Report 10-6-30 Received at London Office 18 JUN 1930Survey held at GRANGEMOUTH Date of First Survey 27-12-29 Last Survey 9-6-1930On the AUXILIARY SCREW (OIL ENGINE) THREE MASTED SCHOONER "JOHN WILLIAMS V"

GENERAL DIMENSIONS.

Length Registered 117.65
Length overall 125.0
Length on Water Line 110.0
Breadth Registered 25.10
Depth Registered 8.25
Headroom 9.75
Draft Maximum 9.75

CLASS 100 A.1.

FEET.

Built at GRANGEMOUTHWhen built 1930Launched 1-5-30By whom built THE GRANGEMOUTH DOCKYARD CO. LDOwner LONDON MISSIONARY SOCIETY CORPORATIONResidence LIVINGSTONE HOUSEBROADWAY, LONDON S.W.1.Port belonging to LONDONIf Surveyed while Building, YES
Afloat, AND IN DRY DOCKDesigner ✓Sailmaker DOUGLAS & BRITAIN L^{rs} GLS.

REGISTERED TONNAGE.

Under deck 186.43
Gross 226.60
Net 56.27

Length from fore side of Stem to after side of Stern-post on Deck 115.0Breadth, Extreme 25.1Tonnage, Thames Measurement ✓(L³ - B³) × B² × 1/48Official Number 161429Signal Letters L.F.V.J.Rig 3M. SCH.Number of Masts THREE

Half Breadth (extreme) 12.5
Depth from top of Keel, or bottom of Ballast Keel, to top of Upper Deck Beam at side 11.0

Transverse Numeral $\left(\frac{B}{2} + D\right)$ 23.5Correction for Transverse Numeral—Rules, Sec. 13, Clauses 3 and 5 + 10%Corrected Transverse Number 25.85Length from foreside of Stem to afterside of Stern or Counter—Rules, Sec. 13, clause 1 115.0Longitudinal Numeral $L \left(\frac{B}{2} + D\right)$ 2702.5Correction for Longitudinal Numeral—Rules, Sec. 13, Clauses 4 and 5 + 0.7(1045-7)Corrected Longitudinal Numeral 3355.15

FRAMING.

In Yacht.

Departure from Rules or Approved Plans.

Inches.

IN OIL FUEL BUNKER

Frames, Angles, or Bulb Angles 4 1/2 3 38Spacing of Frames, heel to heel 4 3 40Reversed Frames, Angles 2 1/2 2 1/2 21Diameter and spacing of rivets through frames and shell amidships 5/8 4 1/2 to 3 1/2Rivets—Iron or Steel IRONFraming in way of Masts 4 3 38Web Frames, number, breadth and thickness ONE 8 1/2 19Face Angle 2 1/2 2 1/2 21Floors, thickness 27in way of Engines 40Boilers ✓depth at centre, if straight on upper edge 17if extended up the bilge ✓Double Bottom, Centre Girder, depth and thickness 36 7 50Top Angles 3 3 27Bottom Angles 6 3 30Margin Plate, depth and thickness 21 30Angle to outside plating 3 3 27Brackets 26Floors 26Frames SOLID 3 2 1/2 24Reverse Frames SOLID 2 1/2 2 1/2 23Inner Bottom, middle line strake 31thickness in Holds 28Additional Scantlings—Sections 17 to 21—YES

are Rules complied with?

KEELSONS AND STRINGERS.

In Yacht.

Departure from Rules or Approved Plans.

Inches.

Centre Line Keelson, Angles or Bulb angles on top of Floors 5 3 34Plate 50Foundation Plate ✓Angles to Keel ✓to Floors 2 1/2 2 1/2 25Side Keelson, Angles ✓Intercostal Plate ✓Side Stringer, Angles 4 3 30Intercostal Plate ✓

BEAMS.

In Yacht.

Departure from Rules or Approved Plans.

Inches.

Beams, Upper Deck, Angle or Bulb Angle 4 2 1/2 30Spacing 5 3 40Cabin Deck, Angle or Bulb Angle ✓Spacing ✓Second Deck, Angle or Bulb Angle ✓Spacing ✓Pillars to Upper Deck Beams, size and spacing 2 42Cabin Deck Beams ✓Second Deck ✓

DECKS.

In Yacht.

Departure from Rules or Approved Plans.

Inches.

Upper Deck Stringer Plate, amidships 30 28at ends ✓Angle amidships 2 1/2 2 1/2 28at ends ✓plates, Fore-and-aft 20Diagonal, No. of pairs ✓Wood Deck, Material 2 1/2 TEAKCabin Deck Stringer Plate ✓Angles ✓Second Deck Stringer Plate ✓Angles ✓

BULKHEADS.

In Yacht.

Departure from Rules or Approved Plans.

Inches.

W.T. Bulkheads, No. for record in Y. Reg. 3WT + 2OT 3Thickness of plating 18 to 30Stiffeners, Spacing 19 to 22

FORGINGS AND CASTINGS.		In Yacht.	Departure from Rules or Approved Plans.	STEEL.
Bar Keel.....	ROLLED	5 x 1		Manufacturer's name or trade mark of the Iron or Steel used in the construction of the Yacht (state process of manufacture). OPEN HEARTH
Stem.....		5 x 1		STEEL CO OF SCOTLAND LTD. BLOCHAIRN STEEL WORKS
Stern Frame.....	(Propeller Post.....)	5 3/4 x 2 3/4		ADOLPH HALLSIDE
SLD. RPT. NO. 5684.	(Rudder.....)	5 3/4 x 2 3/4	(see plan)	JAMES DUNLOP & CO LTD. CALDERBANK
Rudder diameter of Main piece at Head.....		3 1/2		
SLD. RPT. NO. 5772.		3		
" " " " at Heel.....		2 3/8		
" " " " Pintles.....		54		
Thickness of Double or Single Plate.....				
How constructed	FORGED AND BUILT.			Has the Steel been tested as required by the Rules YES

PLATING.						RIVETING.											
STRAKES.	AS IN YACHT.				DEPARTURE FROM RULES OR APPROVED PLANS.	EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.	AFT.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPEL.		
	Breadth. Inches.	Thickness. Inch.	Thickness. Inch.	Thickness. Inch.				Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	Breadth. Inches.	Thickness. Inch.	Breadth. Inches.	For what Length.	
Flat Plate Keel..... (# Bar Keel, state Riveting)								7/8	4 3/8								
GARBOARD STRAKE..... A	42	.50	.45	.45	.33 TO .30	SINGLE	2 1/4	5/8	2 3/4	DOUBLE FULL LENGTH	5/8	2 1/4	8	.55			
B	63	.50	.45	.45	.30 TO .26	"	"	"	"	"	"	"	"	"	4 1/4	FULL	
BOTTOM AND BILGE PLATING..... C	59	.50	.45	.45	.25 TO .23	"	"	"	"	"	"	"	"	"	"	"	
(No. of Strakes) TWO						"	"	"	"	"	"	"	"	"	"	"	
SIDE..... D	59	.25	.23	.23	.25	"	"	"	"	"	"	"	"	"	"	"	
(No. of Strakes) ONE		.30 (oil)				"	"	"	"	"	"	"	"	"	"	"	
PROPELLER BOSS PLATING																	
UPPER DECK SHEER STRAKE..... E	51	.42	.30	.27		SINGLE	2 1/4	5/8	2 3/4	QUAD 1/2 L TO DOUBLE	5/8	2 1/4			2 3/4	1/2 L	
															4 1/4	ENDS	
SUPERSTRUCTURE PLATING	30	.20	.23	.23													

EQUIPMENT No. 2851		LETTER	ANCHORS.					
No. of Certificate.	ANCHORS.	Weight, ex Stock.	Weight of Stock.	Test, per Certificate.	Weight required by Table 21 or 43.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
32959	Bower.....	4 1 14	STOCKLESS	6 15 0 0	4 1 14	BYERS		SLD. 20-3-30. J.H. BUTLER
32960	".....	3 2 14	"	6 0 3 21	3 2 14	"		" " "
32934	Stream.....	1 1 14	1 14	3 15 3 21	1 1 14	COMMON		SLD. 30-10-29. J.H. BUTLER
	Kedge.....							

CHAIN CABLES.										HAWSERS.					
No. of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size, Table 21 or 43.	Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size, Table 21 or 43.				
	Length. Diam.	Proof. Break-ing.	Supplied. Per Table 21 or 43.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.				
95138	60 1/2 3/4	10 1/8 15 1/8	17.3-8 34.2-12 1/2	120 3/4	STUD		6-2-30 NET. H. GREEN	TOWLINE.....	75 6 1/4	✓	75 6 1/4				
95139	60 1/2 "	" "	17.3-11		LINK		" " " "	HAWSERS and WARPS.....	75 4	✓	75 4				
Stream Cable Steel Wire.....	35 1 3/4	5 1/2	30.2-18	35 1 3/4											

Masts and Spars	FORE, MAIN AND MIZEN OF STEEL WITH PITCH PINE TOPMASTS.
Standing and Running Rigging	GAL. WIRE. SHROUDS 2 1/2. STAYS 3 + 2. Sails SUIT OF 8 SAILS WITH SPARE SUIT.
Steering Gear.—Type	DONKIN'S HAND SCREW GEAR. Steering Chains ✓
Boats	TWO LIFEBOATS 23-0 x 7-6 x 2-10 3/4.
Windlass	EMERSON WALKER L ² (HAND). WHICH CAPSTAN CLARKE CHAPMAN (HAND) PUMPS 3 HAND PUMP TO PEAK TANK TOP.
Coamings, Skylights & Companions	State whether strong and efficient, and properly protected YES. HINGED FLAPS AND CANVAS COVERS.
THE ORANGEMOUTH DOCKYARD COY., LTD.	
Builder's Signature	Director

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General Declaration and Remarks. *This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in conformity with the Society's Rules for the class contemplated.*

The materials and workmanship are good.

The bulkheads, decks, double bottom, fore peak tank, oil fuel bunker and cofferdam have been tested in accordance with the Rule Requirements.

Oil fuel F.P. above 150° F is carried in a midship deep tank

The steering-gear and windlass tried with satisfactory results; spare tiller supplied.

A fuelboard has been assigned corresponding to the approved moulded draft of 8-7, cut in on vessels side and secured. Vessel examined in dry-dock (9-6-30) bottom cleaned & coated.

Approved Plans forwarded herewith:— Midship Section, Profile and deck plan, pumping arrangement, sternframe & midship plan, rudder coupling plan, after peak, fore peak, W. & bulkheads, oil fuel bunker plan, engine seating.

PARTICULARS OF FRESH WATER ~~OR~~ BALLAST TANKS AND OIL FUEL TANKS. D.B. ON CELLULAR SYSTEM.

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓		Fore peak tank,	18.25	30
Double bottom, under Engines,	✓		After peak tank,	✓	
Double bottom, under Boilers,	✓		Deep tank, the (OIL FUEL BUNKER)	7.0	28
Double bottom, forward AMIDSHIPS,	24.5	31	Deep tank, forward		

Total capacity 86 TONS

* The wells are not to be included in the lengths of the tanks.

(If necessary, furnish further information by sketch.)

PARTICULARS FOR RECORD in the YACHT REGISTER BOOK.—Length of Poop ^{21.5} ft., or R.Q.D. ^{23.25} ft., Bridge Dk. [✓] ft.,

F'castle 18.5 ft. (in feet and tenths) where the Bridge is joined to the Poop or Forecastle this should be distinctly stated [✓]

(QUARTER DECK 2'-0" ABOVE UPPER D^K. FOLE D^K 3'-0" ABOVE UPPER D^K)

No. and Material of Decks and whether wholly or partially covered with wood (this information is to be given as it should appear in the Yacht Register Book)

1 D^K (STL. TEAK S)

Official No. 161429 ; Signal Letters L.F.V.J

How is the steel protected? RED LEAD INSIDE. COMPOSITION OUTSIDE.

Order for Special Survey, No. 6067

Date 30.12.29

No. 418 in Builder's Yard.

Dates of Surveys held while building.

1929 Dec 27 (1930) Jan 9. 13.30 Feb 3.5.12.21.26 Mar 4.11.13.18.26 Apr 1.14.15.16.17.22
23.25 May 1.7.14.19.23 June 6.9

Total No. of Visits 29

Fee for Special Survey £43 : - : -

FBD

1

13

4

Travelling Expenses, if any, £

1-13-10

Fees applied for,

17.6.1930

Received by me,

19.6.1930

I am of opinion this Vessel should be classed \pm 100 A.1.

Signature:

W. A. Grier

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to GLS.

Date of issue

Committee's Minute GLASGOW 17 JUN 1930

Character assigned \pm 100 A1 (Yacht)

6.30.

Lloyds A.C.P.

+ L.M.C. 6.30.

W.M.