

# STEEL YACHT.

State if Report is also sent on the Machinery of the Vessel *Yes*

Port of *Glasgow*

Date of completion of Report *30.6.26*

Received at London Office

No. *15646*

*7 JUL 1926*

Survey held at *Green*

Date of First Survey *10-11-25*

Last Survey

*29.6.1926*

On the *Twin Screw Diesel Yacht "CHELSEA"*

*(101002 in 26 YR)*

**REGISTERED DIMENSIONS.**  
Length *127.0*  
Breadth *23.1*  
Depth *11.3*

**REGISTERED TONNAGE.**  
Under deck *226.18*  
Gross *280.05*  
Net *101.90*

Length from fore side of Stem to after side of Stern-post on Deck *127.0*

Breadth, Extreme *23.1*

Tonnage, Thames Measurement *295*

Official Number *148911*

Signal Letters

Rig *Schooner*

Number of Masts *Two*

**CLASS** *100 A1*

Half Breadth (moulded) *11.5*

Depth from top of Keel to top of Upper Deck Beams at centre (with the normal round up of Beam) *13.25*

Half Midship Girth outside of frames from centre line at top of Keel to top of beam at side *21.33*

Twice Bilge Diagonal from top of Upper Deck Beam at centre to the moulding edge of Frames (as per Rule) *29.4*

Transverse Number *75.48*

Length from outside of Stem to outside of Sternpost or Counter at 15 of Rule depth below top of Beams at centre *127.9*

Longitudinal Number when the proportion of Length to Depth does not exceed seven... *✓*

Proportion—Length to Depth *9.65*

Longitudinal Number when the proportion of Length to Depth exceeds seven... *12164*

Built at *Green*

When built *1926, 6mo.*

Launched *15th March, 1926*

By whom built *Ailsa S.B.Co. Ltd.*

Owner *John F. Harris,*  
*Residence 11, Wall Street,*  
*New York City, N. J.*

Port belonging to *Glasgow.*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

Designer *C. L. Watson & Co.*

Sailmaker *Ferguson, Greenock.*

## FRAMING.

	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
Frames, Angles, for $\frac{3}{8}$ length amidships	3	2½	6	3	2½	6
" " " $\frac{1}{8}$ " at ends if reduced...	3	2½	6	3	2½	6
Spacing of Frames, heel to heel		21			21	
Reversed Frames, Angles	2½	2½	5	2½	2½	5
Floors, thickness for $\frac{1}{2}$ length amidship			6			6
" " in way of Engines			7-8			7-8
" " " Boilers			✓			✓
" " at ends of Vessel			5			5
" depth at centre, if straight on upper edge.		✓			✓	
" " " if extended up the bilge...		14			14	
Double Bottom, Centre Girder, depth and thickness		✓			✓	
" " Angles to Top of Centre Girder...		✓			✓	
" " " Bottom " " "		✓			✓	
" " Side Girders, Floors and Brackets		✓			✓	
" " " Angles		✓			✓	
" " Margin Plate, depth and thickness		✓			✓	
" " " Angle to outside plating...		✓			✓	
" " Floors		✓			✓	
" " " in way of Boilers		✓			✓	
" " Frames and Reversed Frames		✓			✓	
" " Inner Bottom, middle line strake..		✓			✓	
" " " thickness in Engine space		✓			✓	
" " " " Boiler space..		✓			✓	
" " " " Holds		✓			✓	
Beams, Upper Deck, Angle, Bulb Plate, or Bulb Tee	6	3	8	6	3	8
" " " Angles to Bulb Plate		✓			✓	
" " " Spacing		42			42	
" Cabin Sole, Angle, Bulb Plate, or Bulb Tee	3½	3	32	3½	3	32
" " " Angles to Bulb Plate	6	3	6	5½	3	5
" " " Spacing	21 4	42		21 4	42	
Pillars to Upper Deck Beams, size and spacing	Tube 2½" x ¼", 42" flat bar 2½" x ¼"			Tube 2½" x ¼", 42" flat bar 2½" x ¼"		
" Cabin Sole Beams	Tube 3" x 5/16", 42" Tube 3" x 7/16", 42"			Tube 3" x 5/16", 42" Tube 3" x 7/16", 42"		
" Frames, No. and spacing	Two in E.R. 8'-9" apart			8'-9" apart		
" " " " " " " "	6 3 8			5½ 3 5		

## BULKHEADS.

	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
W.T. Bulkheads, No. for record in Y. Reg.	Four			Four		
" " Thickness of plating			4-6			4-6
" " Stiffeners, size	3½	2½	34	3½	2½	34
" " " spacing		22			22	

## FORGINGS AND CASTINGS.

	In Yacht.		Required per Rule or as approved.	
	Inches.	Inches.	Inches.	Inches.
Keel (Bar or Side Plates) <i>Rolled Steel</i>	5½ x 1¾	✓	5 x 1¾	✓
Stem	5½ x 1¾	✓	5 x 1¾	✓
Stern-post, without aperture <i>Iron Forging</i>	6 x 1¾	✓	6 x 1¾	✓
Stern and Propeller post, with aperture	✓		✓	
Rudder, diameter of Head and Main piece <i>Iron Forging</i>	4¼, 4¼-3¼	✓	4¼, 4¼-3¼	✓
" " Pintles <i>Three</i>	2½	✓	2½	✓
" Thickness of Plate <i>on Plates</i>	10/20	✓	10/20	✓
" How constructed <i>{ Arms of main piece one forging. Vertical coupling with 6-13/8" fixed bolts.</i>				

## KEELSONS AND STRINGERS.

	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
Centre Line Keelson, Vertical Plate <i>on Bulb on top of Floors</i>	9	x	8	9	x	8
" Intercoastal Plate		✓			✓	
" Rider Plate		✓			✓	
" Angles <i>(double top &amp; bottom)</i>	3	3	5	3	3	5
Side Keelson, Angles <i>(double)</i>	3	3	6	3	3	6
" " Intercoastal Plate		6			6	
Bilge Keelson, Angles <i>(double)</i>	3	3	6	3	3	6
" " Intercoastal Plate		✓			✓	
Bilge Stringer, Angles		✓			✓	
" " Intercoastal Plate		✓			✓	
Side Stringer, Angle <i>(in E.R.)</i>	6	3	6	5½	3	6
" " Intercoastal Plate	9	x	6			6

## DECKS.

	In Yacht.		Required per Rule or as approved.	
	Inches.	20ths.	Inches.	20ths.
Upper Deck Stringer Plate, breadth and thickness.	24	6	24	6
" " " Angle	3 x 3	6	3 x 3	6
" " " Tie plates, Fore-and-aft.	18 x 6	6	12 x 6	6
" " " " Diagonal, No. of pairs	✓		✓	
" " " " Wood Deck, Material & thickness <i>Teak</i>	2½		2½	
Cabin Sole Stringer Plate, breadth and thickness	18	5	18	5
" " " " Wood Deck, Pacific Pine	1¾		1¾	
" " " " Angles	3 x 3	5	3 x 3	5

State whether Framing and Plating are of Iron or Steel *Steel*

Manufacturer's name or trade mark of the Iron or Steel used for Frames, Floors, Beams,

Keelsons, Tie and Stringer Plates, outside Plating, &c. ?

*Dobsonville & Son, Steel Co of Scotland, W & Beadmore, Lanarkshire Steel Co, Dorman Long & Co, Besse & Partners.*

State process of manufacture of Steel *Open Hearth Process.*

Has the Steel been tested as required by the Rules *Yes.*



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES. Ordinary or Joggled? <i>Ordinary.</i>				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.		Breadth.	Thickness.	Breadth.	For what Length.		
	Inches.	20ths.	20ths.	20ths.	Inches.	20ths.	Inches.	Inches.			Inches.	Inches.		Inches.	20ths.	Inches.	Inches.		
<i>Bar</i> <del>Bar</del> KEEL..... (If Bar Keel, state Riveting)																			
GARBOARD OF A Strake...	30	7	7	7	30	7	<i>Double</i>	<i>4 1/2</i>	<i>3/4</i>	<i>3 1/2</i>	<i>Double full L</i>	<i>3/4</i>	<i>2 7/8</i>	<i>9 3/4</i>	8	✓	✓		
B "...	42	6 <i>(7 under)</i>	5	6	42	6 <i>(7 under)</i>	"	"	"	"	"	"	"	"	"	✓	✓		
C "...	42 1/2	7	5	6	42 1/2	7	"	"	"	"	"	"	"	"	"	✓	✓		
D "...	42 1/2	6	6	6	42 1/2	6	"	"	"	"	"	"	5/8	2 1/4	8	7	✓	✓	
E "...	42 1/2	7	5	5	42 1/2	7	"	"	"	"	"	"	3/4	2 7/8	9 3/4	8	✓	✓	
F "...	47 1/2	6	5	5	42 1/2	6	"	"	"	"	"	"	5/8	2 1/4	8	7	✓	✓	
G "...	45 1/2	8	5	5	48	8					<i>Double full L</i>	3/4	2 7/8	14 1/4	9	✓	✓		
H "...																			
J "...																			
K "...																			
L "...																			
M "...																			

Lengths of Plating *14 to 19 feet*

Main Stringer Plate Butts, *double* riveted for *full* length *amidship*.  
Straps, single, *double* or *treble* riveted for *full* length *amidship*.

Butts of *Ridge & Side Stringers, and Tie Plates*, treble or double riveted? *Double*

Inner Bottom Plating, riveting of Edges *✓* Butts *✓*  
Centre Girder Butts, *✓* riveted. *Centre* Keelson Butts, *treble* riveted.  
Frames, riveted through Plates with *7/8* in. Rivets, about *4 1/2* apart.  
Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *keel* to *upper dk and rail alternately* state if ordinary or joggled *Ordinary*

REVERSED FRAMES on floors and frames extend from *centre line to upper edge of cabin deck & upper dk alternately, & double across floors in engine space* state if ordinary or joggled *Ordinary*

MASTS, SPARS, &c.

	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS ...	Fore .....	<i>Oregon Pine 42-4 1/2"</i>	<i>9 3/4"</i>	<i>9 3/4"</i>	<i>9 1/2"</i>	<i>2 1/2"</i>	✓	✓	✓	✓	✓
	Main .....	<i>" 44-8"</i>	<i>10 1/2"</i>	<i>8 1/2" x 6"</i>	<i>9 1/2"</i>	<i>2 1/2"</i>	✓	✓	✓	✓	✓
	Mizen .....	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bowsprit	✓						✓	✓	✓	✓	✓

Topmasts, Yards and Remainder of Spars *✓*

Standing and Running Rigging *Galv Steel Wire* sufficient in size and *good* in quality

Sails *One* suit of *cotton canvas* Sails, and the following spare sails *none*

Boats *1 Lifeboat 18.0 x 5.66 x 2.08, 1 Motor Launch 23.0 x 5.66 x 2.66, 1 Motor Launch 21.0 x 5.58 x 2.58, 1 Dinghy 13.0 x 4.75 x 1.92*

Windlass, Maker's name *J. Reid & Sons, Paisley (Electric)* Capstan *J. Reid & Sons (Electric)* Pumps *One Downton Pump.*

Coamings, Skylights & Companions—State whether strong and efficient, and properly protected *Yes*

*Steering Gear — Electric by J. Reid & Sons, Paisley.*

EQUIPMENT No. *10020* LETTER *K*

ANCHORS. (All galvanized)

No. of Certificate.	ANCHORS.	Weight, ex Stock.			Weight of Stock.			Test, per Certificate.				Weight required by Table 24 or 25.			Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
88025	Bower .....	7	1	5	✓	✓	✓	9	11	2	7	7	0	0	<i>Hall's (C.S. Head)</i>	<i>Hingley &amp; Sons</i>	<i>Rederton, 23/1/26, Green.</i>		
88024	" .....	6	2	5	✓	✓	✓	8	17	2	0	6	2	0	"	"	"		
41603	Stream .....	1	3	11				1	21	4	7	0	21	1	3	0	<i>Thomas &amp; Nicholson</i>	<i>not stated</i>	<i>Bradley Heath, 27/1/26, Paul</i>
25682	Kedge .....	3	9					1	0	2	16	2	14	3	6		<i>Forged W.I. (Disconnecting type)</i>		"

CHAIN CABLES. (Galvanized).														HAWSERS.					
No. of Certificate.	Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size per Table 24 or 25.		Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length and size per Table 24 or 25.			
	Length.	Diam.	Proof.	Break-ing.	Supplied.	Per Table 24 or 25.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
78471	75 1/2	7/8	13 3/4	20 7/8	31.2	67.58	3.0	150	1 1/16	<i>Stud</i>	<i>Hingley &amp; Sons</i>	<i>11/1/26, Rederton, Green</i>	TOWLINE .....	75	6 1/2	<i>Manilla</i>	75	6 1/2	
78472	75 1/3	7/8	13 3/4	20 7/8	31.1	67.8	3.0		"	"	"	"	WARP .....	90	4 1/2	"	90	4 1/2	
Stream Chain	45	9/16	5 7/8	8 1/10	8.3	17.8	0.0	45	9/16	"	"	<i>12/1/26, " "</i>	"						
78485																			

General quality of Workmanship *Good*

We certify that the above is a correct description of the several particulars therein given.

AILSA SHIPBUILDING CO., LIMITED

Builder's Signature *Muller* General Manager

Surveyor's Signature *E. R. Drimblecombe*

Surveyor to Lloyd's Register of British and Foreign Shipping



**Correspondence.**—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*)

M, 11/9/25; E, 19/10/25 &c

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed*

Is the riveted work properly closed? *yes*

Are the liners between the frames 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? *no*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*

**General Remarks** (State quality of workmanship, &c.) *The materials & workmanship are good. The vessel has been built in accordance with the approved plans & instructions, the Secretary's letters of various dates, and in conformity with the Rules.*

*The vessel has been fitted for oil fuel F.P. above 150° F, and the requirements of Sec. 35 of the Rules for Steel Ships have been complied with.*

*The tanks, decks, bulkheads (no tunnel), W.T. doors, and the Downton Pump have been tested in accordance with the Rules.*

**Approved Plans:**—*Midship Section, Longitudinal Section & Deck Plan, Sternpost & Rudder, Propeller Brackets & Bussing, Sketch of Floors showing cutting down line, Stern Construction, Alternative Arrangements of Deckhouse Beam Knees, Fresh Water Tanks, Oil Fuel Bunkers, Pumping Plan, Engine Seat, Fore End Framing Sections, Electric Steering Gear—Detail of Quadrant, Pinion & Tiller, Pillar Arrangement, Pillars in Engine Room.*

**Other Plans:**—*Distribution of Ballast, Midship Section as built, Longitudinal Section & Deck Plans as built.*

*The Forging and two Casting Reports.*

*The Surveyor should state the Number of Report and Name of any Sister Vessel.*

*Forwarded in advance*

**PARTICULARS FOR RECORD in the YACHT REGISTER BOOK.**—Length of Poop ☒ ft., R.Q.D. or Break ☒ ft., Bridge Dk. ☒ ft., F'castle ☒ ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (*this information is to be given as it should appear in the Yacht Register Book*) *2 Decks (Upper Dk teak, Cabin Sole Baltic Pine).*

Official No. *148911*; Signal Letters

State if Machinery is fitted aft *no*

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

Outside *Paint.*

**PARTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed on the cellular system ☒

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Salt Water Capacity. Tons.
Double bottom, aft,	<input checked="" type="checkbox"/>		Fore peak tank, <i>Fresh water tanks forward, F.W. 8.77 tons</i>	<i>3.5</i>	<i>9.0</i>
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>		After peak tank, <i>Boiling water tank under engines</i>	<i>15.75</i>	<i>2.5</i>
Double bottom, if under Engines only,	<input checked="" type="checkbox"/>		<i>F.W.</i> Deep tanks aft <i>F.W. 7.86 tons</i>	<i>8.75</i>	<i>8.0</i>
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>		Oil fuel Deep tanks forward <i>O.F. 35.50 tons</i>	<i>15.75</i>	<i>40.5</i>
Double bottom, forward,	<input checked="" type="checkbox"/>		Other tanks, if fitted, <i>Waste oil tank aft</i>	<i>5.25</i>	<i>1.67</i>

Total capacity

(If necessary, furnish further information by sketch.)

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

State whether the above have been tested as required by the Rules *yes*

Order for Special Survey, No. *25420*

Date *10/9/25*

Dates of Surveys held while building.

*1925 Nov 10 Dec 3 8 11 22 31 (1926) Jan 13 18 21 27 Feb 5 9 12 17 25 Mar 3 10 12 17 23 Apr 6 9  
15 20 22 26 May 17 27 June 1 9 16 25 28 29*

No. *398* in Builder's Yard.

Total No. of Visits *34*

Fee for Special Survey.....£ *36*: 0: 0 *57 7/19 26*

(per Sec. 1, par. 12.)

Travelling Expenses, if any...£ *4*: 0: 0 *8 7/19 26*

Fees applied for,

Received by me,

Certificate to be sent to *Glasgow*

State whether the Vessel has been built under Special Survey *yes*

I am of opinion this Vessel should be classed *+ 100 A1*

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

Committee's Minute *GLASGOW 6 - 1111 1926*

Character assigned *+ 100 A1 (Yacht.)*

*6.26.*

*Lloyds Assoc  
+ LMC 6.26.*