

STEEL YACHT.

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

Port of *Glasgow* Date of completion of Report *18th May 1908* Received at London Office *WED. 20 MAY 1908*
 Survey held at *Paisley* Date of First Survey *18th October/07* Last Survey *18th May 1908*

On the *Steel* *Yacht* *Screw* *Yacht* *"DOLLAURA"*

REGISTERED DIMENSIONS.
 Length *143.15*
 Breadth *32.1*
 Depth *13.1*

REGISTERED TONNAGE.
 Under deck *490.46*
 Gross *790.52*
 Net *392.52*

Length from fore side of Stem to after side of Stern-post on Deck *132.75*
 Breadth, Extreme *32.16*
 Tonnage, Thames Measurement *828*
 (L³ - B³) × B² × 1/4 B²

Official Number *—*
 Signal Letters *—*
 Rig *Schooner*
 Number of Masts *Two*

CLASS 100A1.
 Half Breadth (moulded) *16.00*
 Depth from top of Keel to top of Upper Deck Beams at centre (with the normal round up of Beam) *15.66*

Half Midship Girth outside of frames from centre line at top of Keel to top of beam at side *26.10*
 Twice Bilge Diagonal from top of Upper Deck Beam at centre to the moulding edge of Frames (as per Rule) *35.32*

Transverse Number *93.08*
 Length from outside of Stem to outside of Sternpost or Counter at 15 of Rule depth below top of Beams at centre *183.25*

Longitudinal Number when the proportion of Length to Depth does not exceed seven... *—*
 Proportion—Length to Depth *11.7*
 Longitudinal Number when the proportion of Length to Depth exceeds seven... *25074*

Built at *Paisley*
 When built *1908*
 Launched *5th March 1908*
 By whom built *Fleming & Ferguson Ltd.*
 Owner *James Dunsmuir*
 Residence *Victoria British Columbia*
 Port belonging to *Glasgow*
 If Surveyed while Building, Afloat, or in Dry Dock *yes*
 Designer *R. L. Newman Victoria, B.C.*
 Sailmaker *J. McFarlane & Co. Glasgow*

FRAMING.	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
Frames, Angles, for $\frac{3}{8}$ length amidships	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/4</i>	<i>2 3/4</i>	<i>6</i>
" " " " in engine & boiler space	<i>1 bundle</i>	<i>4 1/2</i>	<i>3 x 10</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " at ends if reduced...	<i>3 1/2</i>	<i>3</i>	<i>5</i>	<i>3 1/4</i>	<i>2 3/4</i>	<i>5</i>
Spacing of Frames, heel to heel	<i>22</i>	<i>—</i>	<i>—</i>	<i>22</i>	<i>—</i>	<i>—</i>
Reversed Frames, Angles	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>2 3/4</i>	<i>2 1/2</i>	<i>5</i>
" " " " IN EQ B SPACE & BUNKERS	<i>3</i>	<i>2 1/2</i>	<i>6</i>	<i>—</i>	<i>—</i>	<i>—</i>
Floors, thickness for $\frac{1}{2}$ length amidship	<i>—</i>	<i>—</i>	<i>6</i>	<i>—</i>	<i>—</i>	<i>6</i>
" " " " in way of Engines	<i>—</i>	<i>—</i>	<i>7</i>	<i>—</i>	<i>—</i>	<i>7</i>
" " " " Boilers	<i>—</i>	<i>—</i>	<i>8</i>	<i>—</i>	<i>—</i>	<i>8</i>
" " " " at ends of Vessel	<i>—</i>	<i>—</i>	<i>5</i>	<i>—</i>	<i>—</i>	<i>5</i>
" " " " depth at centre, if straight on upper edge..	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " if extended up the bilge...	<i>16</i>	<i>—</i>	<i>—</i>	<i>16</i>	<i>—</i>	<i>—</i>
Double Bottom, Centre Girder, depth and thickness	<i>32</i>	<i>—</i>	<i>8</i>	<i>32</i>	<i>—</i>	<i>8</i>
" " " " Angles to Top of Centre Girder...	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
" " " " Bottom " " "	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>
" " " " Side Girders, Floors and Brackets	<i>—</i>	<i>—</i>	<i>6</i>	<i>—</i>	<i>—</i>	<i>6</i>
" " " " Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
" " " " Margin Plate, depth and thickness	<i>19</i>	<i>—</i>	<i>6</i>	<i>19</i>	<i>—</i>	<i>6</i>
" " " " Angle to outside plating...	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>
" " " " Floors	<i>—</i>	<i>—</i>	<i>6</i>	<i>—</i>	<i>—</i>	<i>6</i>
" " " " in way of Boilers	<i>—</i>	<i>—</i>	<i>8</i>	<i>—</i>	<i>—</i>	<i>8</i>
" " " " Frames and Reversed Frames	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
" " " " Inner Bottom, middle line strake..	<i>32</i>	<i>—</i>	<i>7</i>	<i>32</i>	<i>—</i>	<i>7</i>
" " " " thickness in Engine space	<i>—</i>	<i>—</i>	<i>7</i>	<i>—</i>	<i>—</i>	<i>7</i>
" " " " Boiler space..	<i>—</i>	<i>—</i>	<i>9</i>	<i>—</i>	<i>—</i>	<i>9</i>
" " " " Holds.....	<i>—</i>	<i>—</i>	<i>6</i>	<i>—</i>	<i>—</i>	<i>6</i>
Beams, Upper Deck, Angle, Bulb Plate, or Bulb Tee	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>
" " " " Angles to Bulb Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Spacing.....	<i>22</i>	<i>—</i>	<i>—</i>	<i>22</i>	<i>—</i>	<i>—</i>
" " " " Cabin Sole, Angle, Bulb Plate, or Bulb Tee	<i>5</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>	<i>6</i>
" " " " Angles to Bulb Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Spacing	<i>22</i>	<i>—</i>	<i>—</i>	<i>22</i>	<i>—</i>	<i>—</i>
Pillars to Upper Deck Beams, size and spacing	<i>4 x 1 1/2 flat</i>	<i>—</i>	<i>4 x 1 1/2 flat</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Cabin Sole Beams	<i>3 dia</i>	<i>—</i>	<i>3 dia</i>	<i>—</i>	<i>—</i>	<i>—</i>
Web Frames, No. and spacing	<i>Two fitted to height of cabin sole</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Breadth and thickness	<i>15</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>

BULKHEADS.	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
W.T. Bulkheads, No. for record in Y. Reg.	<i>Six</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Thickness of plating	<i>—</i>	<i>—</i>	<i>5/16</i>	<i>—</i>	<i>—</i>	<i>5</i>
" " " " Stiffeners, size	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>2 3/4</i>	<i>2 1/2</i>	<i>5</i>
" " " " Deep band bulkheads additionally stiffened	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " spacing	<i>22</i>	<i>—</i>	<i>—</i>	<i>22</i>	<i>—</i>	<i>—</i>

FORGINGS AND CASTINGS.	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
Keel (Bar or Side Plates)	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Stem	<i>6 3/4 x 1 3/4</i>	<i>—</i>	<i>—</i>	<i>6 3/4 x 1 3/4</i>	<i>—</i>	<i>—</i>
Stern-post, without aperture	<i>6 3/4 x 2</i>	<i>—</i>	<i>—</i>	<i>6 3/4 x 2</i>	<i>—</i>	<i>—</i>
Stern and Propeller post, with aperture.....	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Rudder, diameter of Head and Main piece	<i>H=4 1/2 DIA. 4 1/2 x 4 1/2</i>	<i>—</i>	<i>—</i>	<i>H=4 1/2 DIA. 4 1/2 x 4 1/2</i>	<i>—</i>	<i>—</i>
" " " " Pintles	<i>2 5/8</i>	<i>—</i>	<i>—</i>	<i>2 5/8</i>	<i>—</i>	<i>—</i>
" " " " Thickness of Plate or Plates.....	<i>12</i>	<i>—</i>	<i>—</i>	<i>12</i>	<i>—</i>	<i>—</i>
" " " " How constructed	<i>Forged frame</i>	<i>—</i>	<i>—</i>	<i>Single plate</i>	<i>—</i>	<i>—</i>

KEELSONS AND STRINGERS.	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
Centre Line Keelson, Vertical Plate or Bulb on top of Floors	<i>4 ends</i>	<i>8</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Intercoastal Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Rider Plate	<i>918</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Angles	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>7</i>
Side Keelson, Angles	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Intercoastal Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Bilge Keelson, Angles	<i>4</i>	<i>3</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>
" " " " Intercoastal Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Bilge Stringer, Angles	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Intercoastal Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Stringers in way of E.I.B. space and Side Stringer, Angles	<i>3 x 3 x 7/16</i>	<i>—</i>	<i>—</i>	<i>5 x 3 x 7/16</i>	<i>—</i>	<i>—</i>
" " " " Intercoastal Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>

DECKS.	In Yacht.		Required per Rule or as approved.	
	Inches.	20ths.	Inches.	20ths.
Upper Deck Stringer Plate, breadth and thickness..	<i>38</i>	<i>7</i>	<i>38</i>	<i>7</i>
" " " " Angle	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>
" " " " Tie plates, Fore-and-aft.....	<i>complete steel deck is</i>			
" " " " Diagonal, No. of pairs	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" " " " Wood Deck, Material & thickness	<i>PP</i>	<i>4 x 2 1/2</i>	<i>4 x 2 1/2</i>	<i>—</i>
Cabin Sole Stringer Plate, breadth and thickness...	<i>24</i>	<i>6</i>	<i>24</i>	<i>6</i>
" " " " Angles	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>

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.?
mess The Steel Company of Scotland Ltd
The Clyde Bridge Steel Co Ltd
The Lanarkshire Steel Co Ltd
 State process of manufacture of Steel *open hearth process*
 Has the Steel been tested as required by the Rules *yes*

YACHT.

8677/17

STRAKES.	PLATING.				RIVETING.			
	AS IN SHIP.				PER RULE OR AS APPROVED.			
	AMIDSHIP.				EDGES.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Thickness.	Thickness.
FLAT PLATE KEEL.....	34	12	11	11	32	12	11	11
GARBOARD OF A Strake...	32	9	9	9	32	9	9	9
B "		8	7	7		8	7	7
C "		7	6	6		7	6	6
D "		9	8	8		9	8	8
E "		8	7	7		8	7	7
F "		8	7	7		8	7	7
G "		7	6	6		7	6	6
H "	36	11	7	7	34	11	7	7
J "	37	6	6	6	6	6	6	6
K "	39	8	7	6	32	8	7	6
L "								
M "								

Lengths of Plating *See frame space*
 Main Stringer Plate *Butts, treble riveted for half length amidship.*
 Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *T & D*

FRAMES extend in one length from *Keel (centre line) to main deck.*
 REVERSED FRAMES on floors and frames extend from *centre line to main deck.*
Double under engine space Double under boiler beams in boiler space

LOWER MASTS	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	
Fore Mast	<i>Oregon Pine</i>	<i>73.0</i>	<i>16</i>	<i>11</i>	<i>5</i>					
Main Mast	<i>Steel</i>	<i>67.3</i>	<i>15 1/2 x 6</i>	<i>11 x 5</i>	<i>5 x 5</i>					
Mizen										
Bowsprit	<i>Oregon Pine</i>	<i>12</i>								
Topmasts, Yards and Remainder of Spars	<i>Oregon Pine</i>									
Standing and Running Rigging	<i>Galvanized Steel wire</i>									
Sails	<i>one</i>									
Boats	<i>Eight</i>									
Windlass, Maker's name	<i>Evershull & Co.</i>									
Capstan										
Coamings, Skylights & Companions										

EQUIPMENT No. *19397* LETTER *Q-9*

ANCHORS.																	
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.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.				lbs.
60587	Bower.....	18	2	15	Stockless	19	13	0	14	17	2	0	Harbourn Head	W. Hingley, Son & Co.	Melkton 22/3/08	Green	
60588	"	17	3	24	Stockless	19	0	0	0	17	2	0	Do. Do.	W. Hingley, Son & Co.	Do. 22/3/08	Do.	
60586	"	16	1	24	Do.	17	16	1	0	17	15	2	0	Do. Do.	W. Hingley, Son & Co.	Do. 22/3/08	Do.
60589	Stream	4	3	22	Do.	7	7	2	0	4	3	0	Do. Do.	Do. Do.	Do. 22/3/08	Do.	
60590	Kedge	2	2	13	Do.	5	2	2	0	2	2	0	Do. Do.	Do. Do.	Do. 22/2/08	Do.	

No. of Certificate.	CHAIN CABLES.				HAWSEERS.			
	Length and size supplied.				Length and size supplied.			
	Length.	Diam.	Proof.	Breaking.	Length.	Diam.	Proof.	Breaking.
42339	195	1 1/2	31	462	173	1 1/2	31	462
Stream	60	3	18		60	3		

General quality of Workmanship *Good*
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature *For Fleming & Ferguson, Ltd.*
 Surveyor's Signature *George Shaw*
 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)
6th September, 1907. (M.) 28th September, 1907 (M.) 10th December, 1907 (E.)
 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? *a few*
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*
 General Remarks (State quality of workmanship, &c.) *workmanship good*
This vessel has been built in accordance with the approved plans, the Secretary's letters of the above date, and in general conformity to the Rules for the Class Contemplated.
6 Plans
3 Jorging forms
 The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the YACHT REGISTER BOOK.—Length of Poop *14.5* ft., R.Q.D. or Break *—* ft., Bridge Dk. *4.0* ft., F'castle *53.0* 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 *The Poop and Bridge and Bridge and Forecastle are joined by a shade deck*
 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 (STEEL & WOOD) & Shade Deck.*
 Official No. *—*; Signal Letters *—*
 State if Machinery is fitted aft *no*
 How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*

Where fitted.	Length.		Water Capacity.	Where fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft.				Fore peak tank,			
Double bottom, under Engines and Boilers,				After peak tank,	<i>from frame 0 to 11</i>	<i>20.2</i>	<i>22</i>
Double bottom, if under Engines only,	<i>22.0</i>	<i>28</i>		Deep tank, aft			
Double bottom, if under Boilers only,	<i>22.0</i>	<i>31</i>		Deep tank, forward	<i>from frame 30 to 37</i>	<i>12.10</i>	<i>24</i>
Double bottom, forward, under Coal Bunker,	<i>33.0</i>	<i>36</i>		Other tanks, if fitted,			
Total capacity <i>147.95</i>				(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 <i>yes</i>			

Order for Special Survey, No. *997*
 Date *3rd October 1907*
 No. *373* in Builder's Yard.
 Dates of Surveys held while building.
1907. Oct. 18. 21. 24. 29. Nov. 1. 5. 7. 8. 11. 12. 14. 20. 22. 26. 28. Dec. 3. 11. 12. 16. 19. 24. 25. 30.
1908. Jan. 7. 9. 13. 15. 17. 20. 22. 29. 31. Feb. 3. 5. 7. 10. 11. 12. 13. 14. 17. 19. 20. 21. 25. 27. Mar. 2. 5.
4. 11. 13. 16. 18. 20. 23. 26. 27. 30. Apr. 1. 3. 7. 9. 14. 16. 22. 23. May. 1. 6. 8. 11. 13. 15. 18.
 Total No. of Visits *80 7/3*

Fee for Special Survey, £ *40.0.0*
 Fees applied for, *16/5/1908*
 Received by me, *20/5/1908*
 Travelling Expenses, if any, £ *—*
 State whether the Vessel has been built under Special Survey *yes*
 I am of opinion this Vessel should be classed *100 A1 in the yacht Reg. Book*
 Certificate to be sent to *Glasgow*
 Surveyor to Lloyd's Register of British and Foreign Shipping, *George Shaw*

Committee's Minute *Glasgow 12 MAY 1908*
 Character assigned + *100 A1 (Steel)*
5.08. in Yacht Register
Lloyd's Assoc
+LMC 5.08
FD
 The Surveyors are requested not to write on or below the Committee's Minute.

