

STEEL YACHT.

BOX CASE.

16995

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

No. 13447

Port of Southampton Date of completion of Report 18/2/29 Received at London Office 19 FEB 1929
Survey held at Southampton Date of First Survey 14/3/28 Last Survey 18/2/29 19
On the TWIN SCREW MOTOR YACHT "CRUSADER"

GENERAL DIMENSIONS.
Length Registered 211.3
Length overall 223.25
Length on Water Line 204.0
Breadth Registered 31.2
Depth Registered 15.95
Headroom 7.5
Draft Maximum 12.16

CLASS **100A1.**

FEET.

Half Breadth (extreme) 15.604
Depth from top of Keel, or bottom of Ballast Keel, to top of Upper Deck Beam at side 18.5

Transverse Numeral $\left(\frac{B}{2} + D\right)$ 34.104Correction for Transverse Numeral—Rules, Sec. 13, Clauses 3 and 5 ☒Corrected Transverse Number ☒Length from foreside of Stem to afterside of Stern or Counter—Rules, Sec. 13, clause 1 209.50Longitudinal Numeral $L \left(\frac{B}{2} + D\right)$ 7144.788Correction for Longitudinal Numeral—Rules, Sec. 13, Clauses 4 and 5 $1 + 0.7 \left(\frac{L}{5} - 10.5\right) = 1.057$ Corrected Longitudinal Numeral 7552.04Built at Southampton.When built 1929—2.Launched 29/11/28.By whom built Camper & Nicholson's Ltd.Owner A. Kingsley Macomber.Residence 24 Place Verdome.Paris.Port belonging to New London, Conn.If Surveyed while Building, Afloat, or in Dry Dock All.Designer C. E. Nicholson.Sailmaker ☒

REGISTERED TONNAGE.
Under deck 668.95
Gross 849.87
Net 367.68

Length from fore side of Stem to after side of Stern-post on Deck 210.
Breadth, Extreme 31.208
Tonnage, Thames Measurement 926
 $(L^2 - B^2) \times B \times \frac{1}{2} B^2$
Official Number ☒
Signal Letters ☒
Rig Sloop.
Number of Masts 2.

FRAMING.	In Yacht. Inches.	Departure from Rules or Approved Plans.
Frames, Angles, or Bulb Angles	5 1/2 3 35	
Spacing of Frames, heel to heel	23 1/2	
Reversed Frames, Angles <u>E.R. 4 1/2 x 3 x 35</u>	2 1/2 2 1/2 25	
Diameter and spacing of rivets through frames and shell amidships	3/4 3 3/4	
Rivets—Iron or Steel <u>Steel.</u>		
Framing in way of Masts	<input checked="" type="checkbox"/>	
Web Frames, number, breadth and thickness <u>E.R. only.</u>	10 22	
Face Angle	3 3 30	
Floors, thickness	30 37 35	+02.
in way of Engines	<input checked="" type="checkbox"/>	
Boilers	<input checked="" type="checkbox"/>	
depth at centre, if straight on upper edge.	21	
if extended up the bilge.	<input checked="" type="checkbox"/>	
Double Bottom, Centre Girder, depth and thickness	39 40	
Top Angles	3 1/2 3 1/2 35	
Bottom Angles	<input checked="" type="checkbox"/>	
Margin Plate, depth and thickness	<input checked="" type="checkbox"/>	
Angle to outside plating	<input checked="" type="checkbox"/>	
Brackets	<input checked="" type="checkbox"/>	
Floors	37 35	+02
Frames	6 3 38	
Reverse Frames	4 1/2 3 35	
Inner Bottom, middle line strake.	<input checked="" type="checkbox"/>	
thickness in Holds	<input checked="" type="checkbox"/>	
Additional Scantlings—Sections 17 to 21—are Rules complied with?	<input checked="" type="checkbox"/>	

KEELSONS AND STRINGERS.	In Yacht. Inches.	Departure from Rules or Approved Plans.
Centre Line Keelson, <u>Double</u> Angles or Bulb angles on top of Floors	8 3 1/2 37	
Plate	<input checked="" type="checkbox"/>	
Foundation Plate	<input checked="" type="checkbox"/>	
Angles to Keel	<input checked="" type="checkbox"/>	
to Floors	<input checked="" type="checkbox"/>	
Side Keelson, Angles	6 3 1/2 4	
Intercostal Plate	<input checked="" type="checkbox"/>	
Side Stringer, Angles	3 1/2 3 1/2 30	
Intercostal Plate	10 30	

BEAMS.	In Yacht. Inches.	Departure from Rules or Approved Plans.
Beams, Upper Deck, Angle or Bulb Angle	6 3 44	
Spacing	47	
Cabin Deck, Angle or Bulb Angle	6 3 38	
Spacing	47	
Second Deck, Angle or Bulb Angle	<input checked="" type="checkbox"/>	
Spacing	<input checked="" type="checkbox"/>	
Pillars to Upper Deck Beams, size and spacing	2 1/2 2 1/4 as per plan.	
Cabin Deck Beams Angles	3 1/2 3 1/2 5	
Second Deck	<input checked="" type="checkbox"/>	

DECKS.	In Yacht Inches.	Departure from Rules or Approved Plans.
Upper Deck Stringer Plate, amidships	48 42	+08
at ends	27 32	
Angle amidships	3 1/2 3 1/2 35	
at ends	3 1/2 3 1/2 28	
Tie plates, Fore-and-aft.	24 35	+01
Diagonal, No. of pairs	<input checked="" type="checkbox"/>	
Wood Deck, Material <u>Teak.</u>	27/8 23/4	
Cabin Deck Stringer Plate	32	
Angles	3 1/2 3 1/2 27	
Second Deck Stringer Plate	<input checked="" type="checkbox"/>	
Angles	<input checked="" type="checkbox"/>	

BULKHEADS.	In Yacht. Inches.	Departure from Rules or Approved Plans.
W.T. Bulkheads, No. for record in Y. Reg.	5	
Thickness of plating	30 27 20	
Stiffeners, Spacing <u>O.A. 24"</u>	6 3 38	5 x 3.30 BA. Approved.

FORGINGS AND CASTINGS.		In Yacht.	Departure from Rules or Approved Plans.	STEEL.	
		Inches.	Inches.		
Bar Keel.....	<i>Rolled Bar</i>	<i>7x2</i>		Manufacturer's name or trade mark of the Iron or Steel used in the construction of the Yacht (state process of manufacture). <i>Open hearted</i>	
Stem	<i>Cast steel</i>	<i>(See plan)</i>		<i>Frodingham iron and steel works</i>	
Stern Frame	Propeller Post	<i>✓</i>		<i>Cussett Iron Works</i>	
	Rudder	<i>Forged</i>	<i>6x2</i>	<i>Appleby Iron Company Limited.</i>	
Rudder diameter of Main piece at Head.....			<i>6 3/4</i>	<i>Pease and Partners Limited.</i>	
" " " " " at Heel.....	<i>Balanced Rudder.</i>			<i>The Steel Company of Scotland Limited.</i>	
" " " Pintles			<i>3 3/4</i>	<i>Polkow Vaughan & Co Limited.</i>	
" Thickness of Double or Single Plate			<i>.35 Double</i>	Has the Steel been tested as required by the Rules <i>Yes.</i>	
" How constructed.....	<i>Forged steel frame with double plates.</i>				

SHELL PLATING.

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 LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.	
	Inches	Inch.	Inch.	Inch.													
Bar. FLAT PLATE KEEL..... (If Bar Keel, state Riveting) Rivets. 5" Rib double.	7x2		7x2		Double.	✓	1	5	✓	✓	✓	✓	✓	✓	✓		
GARBOARD STRAKE.....		.38	.38	.38		S.R.	2½	¾	3⅜	Double	¾	2⅝	9¾	.42	✓		
BOTTOM AND BILGE } PLATING4..... (No. of Strakes.)		.38	.38	.38		S.R.	2½	¾	3⅜	Do.	Do.	Do.	Do.	Do.	✓		
SIDE ".....2..... (No. of Strakes.)		.38	.38	.38		S.R.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	✓		
PROPELLER BOSS PLATING		.42															
UPPER DECK SHEER } STRAKE Forecastle sides.		.38	.38	.38		S.R.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	✓		
SUPERSTRUCTURE PLATING		.30				S.R.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	✓		
Bulwark.		.20				S.R.	Do.	Do.	Do.	S.R.	1/2	2	4	.22	✓		

EQUIPMENT No. *7791* LETTER *67*

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
<i>31515</i>	<i>Bower</i>	<i>19</i>	<i>0</i>	<i>7</i>				<i>19</i>	<i>19</i>	<i>2</i>	<i>21</i>	<i>17</i>	<i>2</i>	<i>Stockless</i>	<i>Byers improved stockless.</i>	<i>Not stated</i>	<i>Sunderland J.H. Butler. 25/9/28</i>
<i>31516</i>	"	<i>16</i>	<i>3</i>	<i>7</i>	<i>Stockless.</i>			<i>18</i>	<i>2</i>	<i>3</i>	<i>7</i>	<i>15</i>	<i>3</i>	<i>Do.</i>	<i>Do. Do. Do.</i>	<i>Do. Do.</i>	<i>Do.</i>
<i>31517</i>	"	<i>15</i>	<i>1</i>	<i>7</i>				<i>16</i>	<i>16</i>	<i>2</i>	<i>7</i>	<i>11</i>	<i>2</i>	<i>Do.</i>	<i>Do. Do. Do.</i>	<i>Do. Do.</i>	<i>Do.</i>
<i>43959</i>	<i>Stream</i>	<i>4</i>	<i>2</i>	<i>21</i>	<i>1</i>	<i>0</i>	<i>21</i>	<i>7</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>4</i>	<i>2</i>	<i>Do.</i>	<i>Thomas & Nicholson's.</i>	<i>Jones & Lloyd Ltd</i>	<i>Cradley Heath 9/10/28</i>
	<i>Kedge</i>														<i>forged wrought iron</i>		<i>S.C. Paul.</i>
															<i>Disconnecting pattern.</i>		

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.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
41935	90	1 5/16	31.0.0	46.10.0	79.2.22	159.7	180	1 5/16	Stud	Jones & Lloyd Ltd	8/10/28	Cradley Heath	TOWLINE	90	9	✓	90	9
41895	90	1 5/16	31.0.0	46.10.0	79.2.17				Do.	Do.	Do.	Do.	MANILLA.	90	9		90	9
41932	15	1 5/16	31.0.0	46.10.0	13.2.20	30.3			Do.	Do.	Do.	Do.	HAWSERS and	90	5 1/2		90	5 1/2
Stream Chain or Steel Wire	60	1 3/16	11.17.2	17.16.0	20.2.5	20 3/32	60	13/16	Do.	Do.	Do.	Do.	WARPS	40				
41958													MANILLA.					
41953			31.10.0	46.10.0	3.1.20													

Masts and Spars

In good condition

Standing and Running Rigging

Good

Sails

✓

Steering Gear.—Type

Half-Shaw. Electric Hydraulic.

Steering Chains

✓

Boats

29ft Motor Launch. 28ft. Motor Lifeboat. 20ft. Motor Launch. 15ft. Dinghy All in good condition.

Windlass

T. Reid & Sons (Paisley) Ltd Electric.

Capstan

T. Reid & Sons (Paisley) Ltd Electric.

Pumps

Langdon Electric & Downton Hand.

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

Yes. Forecastle deck steel and others of Teak.

PER PRO

GAMPER & NICHOLSONS Ltd.

Builder's Signature

H. H. Lake

18-2-29

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Lloyd's Register

MANAB

YACHT.

General Declaration and Remarks. This vessel is a Steel Twin Screw Motor Sloop Yacht and has been built in accordance with the approved plans, received from the Secretary's Office of various dates, and the Society's Yacht Rules. The workmanship and materials are good.

The Oil fuel and Fresh water tanks have been tested as per Rule and found satisfactory. The steering gear, pump, capstan and windlass have been tested and found satisfactory.

The following places (in U.S.) are enclosed also forging and casting certificates.

Engine seating, Stern framing and capstan seating, Steel profile and deck plans, Rudder and sternpost, Constructional sections, general arrangement, Details of stern, Pillaring arrangement, Propeller brackets.

PARTICULARS OF FRESH WATER OR BALLAST TANKS AND OIL FUEL TANKS.

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines,			After peak tank,		
Double bottom, under Boilers,			Deep tank, aft <i>4 forward oil fuel.</i>	11.7	68
Double bottom, forward,			Deep tank, forward <i>F.W.</i>	7.8	70
				7.8	40

Total capacity 178.

* 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 16 ft., or R.Q.D. ft., Bridge Dk. ft.,
F'castle 55 ft. (in feet and tenths) where the Bridge is joined to the Poop or Forecastle this should be distinctly stated

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 Deck (Teak)

Official No. ; Signal Letters
How is the steel protected? Cement and Paint.

Order for Special Survey, No.

Date 27/3/28.

No. 361 in Builder's Yard.

Dates of Surveys held while building.

1928. March 14 April 2, 5, 12, 17, 23, 30. May 7, 14, 25, 31. June 5, 7, 12, 14, 18, 22, 25. July 2, 5, 10, 16. Aug. 3, 10, 17, 22, 31. Sept. 4, 5, 12, 17, 21. Oct. 3, 18, 24. Nov. 2, 6, 28, 29. Dec. 7, 17. Jan. 7, 18, 21, 25, 31. Feb. 6, 7, 8, 14, 18.

Total No. of Visits 51.

Fee for Special Survey £92.18.0

Fees applied for.

18/2 1929.

Travelling Expenses, if any...£

Received by me.

21/2/29

I am of opinion this Vessel should be classed

100A1 (In Yacht Register.)

Signature:

W. Robertson

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey Yes.

Certificate to be sent to Southampton.

Date of issue

Committee's Minute FRL 22 FEB 1929

Character assigned + 100A1 in Yacht Register

Lloyd's A.C.P. Com.

+ L. No. 229

C.L. Oil Engine

with W. Robertson

CERTIFICATE WRITTEN.

