

YACHT. STEEL YACHT.

BOX CASE.

14560

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

No. 11574

Port of *Southampton* Date of completion of Report *24th July*

Received at London Office SAT. 28 JUL. 1923

Survey held at *Gosport*

Date of First Survey *October 11th 1922* Last Survey *July 20th 1923*

On the *Twin screw motor yacht "KAREN"*

REGISTERED DIMENSIONS.
Length *121.3*
Breadth *20.5*
Depth *11.0*

REGISTERED TONNAGE.
Under deck *157.99*
Gross *200.89*
Net *101.49*

Length from fore side of Stem to after side of Stern-post on Deck *121*
Breadth, Extreme *20.6*

Tonnage, Thames Measurement *225*
($L^2 - B^2 \times B \times \frac{1}{2} B^2$)

Official Number *147983*

Signal Letters

Rig *Schooner*

Number of Masts *Two*

CLASS *100.A.1.*

Half Breadth (moulded) *12.33*
Depth from top of Keel to top of Upper Deck Beams at centre (with the normal round-up of Beam) *10.18*

Half Midship Girth outside of frames from centre line at top of Keel to top of beam at side *18.00*

Twice Bilge Diagonal from top of Upper Deck Beam at centre to the moulding edge of Frames (as per Rule) *24.20*

Transverse Number *64.71*

Length from outside of Stem to outside of Sternpost or Counter at 15 of Rule depth below top of Beams at centre *127.45*

Longitudinal Number when the proportion of Length to Depth does not exceed seven... *10.15*

Proportion—Length to Depth

Longitudinal Number when the proportion of Length to Depth exceeds seven... *10968.89*

Built at *Gosport*

When built *1923*

Launched *22nd May*

By whom built *Camber Nicholson, Ltd.*

Owner *Stanley William Sykes*

Residence *Greenlea*

Smidley, Huddersfield

Port belonging to *Portsmouth*

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

Designer *B. G. Nicholson*

Sailmaker *Ratsey, Southampton*

FRAMING.

	In Yacht.			Required per Rule or as approved.		
	Ins.	Ins.	20ths.	Ins.	Ins.	20ths.
Frames, Angles, for $\frac{3}{8}$ length amidships	<i>3½</i>	<i>2½</i>	<i>6</i>	<i>3½</i>	<i>2½</i>	<i>6</i>
" " " $\frac{1}{8}$ " at ends if reduced	<i>✓</i>			<i>✓</i>		
Spacing of Frames, heel to heel	<i>21</i>			<i>21</i>		
Reversed Frames, Angles	<i>24</i>	<i>24</i>	<i>5</i>	<i>24</i>	<i>24</i>	<i>5</i>
Floors, thickness for $\frac{1}{2}$ length amidship			<i>5</i>			<i>5</i>
" " in way of Engines			<i>6</i>			<i>6</i>
" " " Boilers			<i>✓</i>			<i>✓</i>
" " at ends of Vessel			<i>4</i>			<i>4</i>
" depth at centre, if straight on upper edge	<i>16</i>			<i>16</i>		
" " " if extended up the bilge			<i>✓</i>			<i>✓</i>
Double Bottom, Centre Girder, depth and thickness			<i>✓</i>			<i>✓</i>
" " Angles to Top of Centre Girder			<i>✓</i>			<i>✓</i>
" " " Bottom			<i>✓</i>			<i>✓</i>
" " Side Girders, Floors and Brackets			<i>✓</i>			<i>✓</i>
" " " Angles			<i>✓</i>			<i>✓</i>
" " Margin Plate, depth and thickness	<i>22</i>		<i>5</i>	<i>22</i>		<i>5</i>
" " " Angle to outside plating	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
" " Floors			<i>5</i>			<i>5</i>
" " " in way of Boilers			<i>✓</i>			<i>✓</i>
" " Frames and Reversed Frames			<i>✓</i>			<i>✓</i>
" " Inner Bottom, middle line strake			<i>5</i>			<i>5</i>
" " " thickness in Engine space			<i>✓</i>			<i>✓</i>
" " " " Boiler space			<i>✓</i>			<i>✓</i>
" " " " Holds			<i>5</i>			<i>5</i>
Beams, Upper Deck, Angle, Bulb Plate, or Bulb Tee	<i>5½</i>	<i>3</i>	<i>7</i>	<i>5½</i>	<i>3</i>	<i>7</i>
" " " Angles to Bulb Plate			<i>✓</i>			<i>✓</i>
" " " Spacing	<i>42</i>			<i>42</i>		
" Cabin Sole, Angle, Bulb Plate, or Bulb Tee	<i>4½</i>	<i>3</i>	<i>6</i>	<i>4½</i>	<i>3</i>	<i>6</i>
" " " Angles to Bulb Plate			<i>✓</i>			<i>✓</i>
" " " Spacing	<i>31</i>			<i>31</i>		
Pillars to Upper Deck Beams, size and spacing	<i>2½</i>	<i>2½</i>	<i>42</i>	<i>2½</i>	<i>2½</i>	<i>42</i>
" Cabin Sole Beams	<i>2½</i>			<i>2½</i>		
Web Frames, No. and spacing	<i>2</i>			<i>2</i>		
" Breadth and thickness	<i>10</i>		<i>5</i>	<i>10</i>		<i>5</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>4</i>			<i>5</i>			
" " Thickness of plating			<i>4</i>			
" " Stiffeners, size	<i>2½</i>	<i>2½</i>	<i>5</i>	<i>2½</i>	<i>2½</i>	<i>5</i>
" " spacing	<i>21</i>			<i>21</i>		

FORGINGS AND CASTINGS.

	In Yacht.		Required per Rule or as approved.	
	Inches.	Inches.	Inches.	Inches.
Keel (Bar or Side Plates)	<i>6 × 1¼</i>		<i>6 × 1¼</i>	
Stem	<i>6 × 1¼</i>		<i>6 × 1¼</i>	
Stern-post, without aperture	<i>6 × 2½</i>		<i>6 × 2½</i>	
Stern and Propeller post, with aperture	<i>✓</i>			
Rudder, diameter of Head and Main piece	<i>4⅞</i>		<i>4⅞</i>	
" " Pintles	<i>2⅝</i>		<i>2⅝</i>	
" Thickness of Plate or Plates	<i>½</i>		<i>½</i>	
" How constructed	<i>Steel plates, forging, balanced type</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>✓</i>					
" Intercoastal Plate	<i>3</i>	<i>3</i>	<i>5</i>	<i>3</i>	<i>3</i>	<i>5</i>
" IN WAY OF TANK DOL L3	<i>9</i>	<i>3</i>	<i>8</i>	<i>9</i>	<i>3</i>	<i>8</i>
" BA OUTSIDE TANK IN E.R.	<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>3</i>	<i>8</i>
" Angles	<i>9</i>	<i>3</i>	<i>8</i>	<i>9</i>	<i>3</i>	<i>7</i>
" BA	<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>3</i>	<i>7</i>
Side Keelson, Angles			<i>✓</i>			
" Intercoastal Plate			<i>✓</i>			
Bilge Keelson, Angles			<i>✓</i>			
" Intercoastal Plate			<i>✓</i>			
Bilge Stringer, Angles			<i>✓</i>			
" Intercoastal Plate	<i>2½</i>	<i>2½</i>	<i>6</i>	<i>2½</i>	<i>2½</i>	<i>6</i>
Side Stringer, Angles			<i>5</i>			<i>5</i>
" Intercoastal Plate			<i>5</i>			<i>5</i>

DECKS.

	In Yacht.		Required per Rule or as approved.	
	Inches.	20ths.	Inches.	20ths.
Upper Deck Stringer Plate, breadth and thickness	<i>3 × 3</i>	<i>5</i>	<i>3 × 3</i>	<i>5</i>
" " Angle	<i>6½</i>	<i>½</i>	<i>6½</i>	<i>½</i>
" Tie plates, Fore-and-aft		<i>✓</i>		<i>✓</i>
" " Diagonal, No. of pairs	<i>2⅜ × 2⅜</i>		<i>2⅜ × 2⅜</i>	
" Wood Deck, Material & thickness	<i>TK</i>			
Cabin Sole Stringer Plate, breadth and thickness	<i>18</i>	<i>5</i>	<i>18</i>	<i>5</i>
" " Angles	<i>2½ × 2½</i>	<i>6</i>	<i>2½ × 2½</i>	<i>6</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.?

Port Talbot

State process of manufacture of Steel *Open hearth*

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

Write "Sheer Strake" opposite its corresponding letter.

PLATING.							RIVETING.										
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.						
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth. Inches.	Thickness. 20ths.	Thickness. 20ths.	Thickness. 20ths.	Breadth. Inches.	Thickness. 20ths.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	Breadth. Inches.	Thickness. 20ths.	Breadth. Inches.	For what Length.
FLAT PLATE KEEL.....	✓				✓												
(If Bar Keel, state Riveting)																	
GARBOARD OR A Strake...	36	7	7	7	36	7	Sgle	2½	¾	3⁄8	Sgle	¾	2⁵⁄₈	9¾	8	-	
B " "	42	6	5	6		6⁄5	"	2¼	5⁄8	2¾	"	5⁄8	2¼	8	7	-	
C " "	43	6	5	6		6⁄5	"	"	"	"	"	"	"	8	7	-	
D " "	36	6	5	5		6⁄5	"	"	"	"	"	"	"	8	7	-	
E " "	39	6	5	5		6⁄5	"	"	"	"	"	"	"	8	7	-	
F " "	39	8	5	5	39	8⁄5						¾	2⁵⁄₈	9¾	9	-	
G " "																	
H " "																	
J " "																	
K " "																	
L " "																	
M " "																	

Lengths of Plating 12'-3" average

Main Stringer Plate Butts, Double riveted for full length amidship.
Straps, single, double or overlapped for full length amidship.

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

Inner Bottom Plating, riveting of Edges Sgle Butts Double

Centre Girder Butts, Double riveted. Keelson Butts, Double riveted.

Frames, riveted through Plates with 3/4 x 5/8 in. Rivets, about 7 apart.

Rivets, state whether of Iron or Steel steel

FRAMES extend in one length from Keel to tank margin to upper Deck state if ordinary or joggled Yes

REVERSED FRAMES on floors and frames extend from across floor state if ordinary or joggled Yes

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.
Fore	wood	50'-6"	-	8 1/2	7	4 1/4	✓				
Main	"	47'-0"	-	8 3/4	7 1/4	4 3/4	✓				
Mizen											

Bowsprit

Topmasts, Yards and Remainder of Spars Yard 18'-0"

Standing and Running Rigging is sufficient in size and good in quality

Sails are suit of canvas Sails, and the following spare sails

Boats Four in No.

Windlass, Maker's name T. Reid Sons Capstan T. Reid Sons Pumps 4 in No. 4"

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

EQUIPMENT No. 8538 LETTER J.

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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			If Stockless, state Mechanical tests.	
39510	Bower	4	0	24	1	0	6	6	12	2	0	4	1		Thomas & Sons	not stated	Br. Halls. 3/5/23	30.00
39511	"	4	0	4	1	0	4	6	7	2	0	4	0		"			
	"	2	0	4			2	0	not tested									
	Stream	1	0	1			1	1				1	2					
	Kedge																	

CHAIN CABLES.

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.
74415	75 1/2	1 3/16	11 7/8	17 1/2	26.2.22	45.8.8	135	3/16	Stud Link	Wm. & Sons	Wid. Halls. 3.5.23	TOWLINE	75	6 1/2		75	6 1/2
74416	75 5/8	"	"	"	26.2.22				Stud Link	"	"	WARP	75	4		75	4
Stream Chain or Steel Wire	30	1/2	4 1/2	6 3/4	4.2.11	6.2.0	45	1/2	Stud Link	Wm. & Sons	" 8.5.23	"	20	90		20	90
74414	15	1/2	4 1/2	6 3/4	2.1.3						" 19.1.23						

General quality of Workmanship Good.

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

AMPER & NICHOLSON, LIMITED

Surveyor's Signature

John A. Lowson

Builder's Signature

L. E. Nicholson

Surveyor to Lloyd's Register of Shipping.



YACHT.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) M. 20.9.23; M. 30.10.23

M. 1.11.23; E. 17.11.23; E. 13.12.23; M. 23.1.23.

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes, planed where practicable.*

Is the riveted work properly closed? *Yes.*

Are the liners between the frames and plates solid single pieces? *Yes.*

to plate, &c., conform well to each other? *Yes.*

from the faying surfaces? *Yes.*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Secretary's letters referred to above and in general conformity with the rules for the class contemplated. Materials and workmanship sound and good. Oil fuel tanks have been tested in accordance with the rules and found satisfactory. Drawings were made by the Builders examined and found satisfactory.*

Approved plans enclosed: Profile Deck, mid section, Rudder Plan, shaft brackets, backing certificate of shaft bracket.

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 ☒ 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) *1 D. (Teak)*

Official No. *147983*; Signal Letters *not allotted yet.*

State if Machinery is fitted aft *amidships.*

How are the surfaces preserved from oxidation? Inside *Bitumastic enamel, paint.* Outside *Paint.*

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>Nº 1 (AFT)</i>	<i>7</i>	<i>2.1</i>	Fore peak tank,		
Double bottom, under Engines and Boilers, <i>Nº 2</i>	<i>8.75</i>	<i>11.2</i>	After peak tank,		
Double bottom, if under Engines only, <i>Nº 3</i>	<i>7</i>	<i>10.2</i>	Deep tank, aft		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,			Other tanks, if fitted, <i>F.N.T.</i>	<i>14</i>	<i>19½</i>

Total capacity *30.5*

(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.*

The following Fees are to be charged in the Yacht Register when

a distinctive mark (+), for each Yacht

under 6000 ... £27
8000 ... 30
10000 ... 33
12000 ... 36
above, a uniform charge of £3 per 1000

them to the distinctive mark (+) in red each horse-power from 251 to 500; one 1,000. No Fee to be less than £9.

be charged.

be performed, and in all cases where the fees are to be defrayed by the parties interested thereon are paid.

for Special Survey, No.

Date *2nd Dec. 1922*

314 in Builder's Yard.

Dates of Surveys held while building.

*1922: 6.1.23; 11.23; Nov. 2.9.16.20.27. Dec. 1.14.21. 1923 Jan. 10.17.19.22.30. Feb. 7.13.20. March 1.13.15
19.29 April 5.10.12.23.27. May 4.24.30. June 13.28. July 20.*

Total No. of Visits *34*

for Special Survey.....£ *33* : 0 : 0

Fees applied for,

27 July 1923.

Travelling Expenses, if any...£ *5* : 5 : 6

Received by me,

30.7.1923

whether the Vessel has been built under Special Survey *Yes*

of opinion this Vessel should be classed *100. A. 1.*

Certificate to be sent to

Gov. (6.9.23)

John A. Lawson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 3 AUG. 1923

Character assigned

+ 100As (Yacht)

Lloyd's A.C.P. + LmC 7.23.

Cl. Oil Engines

Write J.H.

J.H.

The Surveyors are requested not to write on or below the Committee's Minute.

W 314-0330 (2/2)

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