

IRON SHIP.

THURSDAY 13 SEPT 1883

1883

No. *6235* Survey held at *Paisley*
On the *S.S. "Kilda"*

Date, First Survey *Dec 18th 1882* Last Survey *Sept 4th*

TONNAGE under Tonnage Deck	<i>133.71</i>
Ditto of Third Spar, or Awning Deck	
Ditto of Poop, or Raised Or. Dk.	<i>Box of hatches .81</i>
Ditto of Houses on Deck	<i>.55</i>
Ditto of Forecastle	<i>6.27</i>
Gross Tonnage	<i>141.34</i>
Less Crew Space	<i>13.99</i>
	<i>127.35</i>
Less Engine Room	<i>70.82</i>
Register Tonnage as out on Beam	<i>56.53</i>

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	<i>9</i>
Depth from upper part of Keel to top of Upper Deck Beams	<i>10.25</i>
Girth of Half Midship Frame (as per Rule)	<i>15.83</i>
1st Number	<i>35.08</i>
1st Number, if a 2-Decked Vessel	<i>do not 7 feet</i>
Length	<i>114</i>
2nd Number	<i>3999</i>
Proportions— Breadths to Length	<i>6.4</i>
Depths to Length— Upper Deck to Keel	<i>11.1</i>
Main Deck ditto	

Master *Not appointed*
 Built at *Paisley*
 When built *1886* Launched *May 8/83*
 By whom built *Abercorn & Co*
 Owners *Messrs. G. J. Houston*
 Residence *Kinning Park, Glasgow*
 Port belonging to *Glasgow*
 Destined Voyage *Coasting*
 If Surveyed while Building, Afloat, or in Dry Dock. *While building and afloat*

LENGTH on deck as per Rule	<i>114</i>	BREADTH— Moulded	<i>18</i>	DEPTH top of Floors to Upper Deck Beams	<i>9</i>	Inches	<i>4 1/2</i>	Power of Engines	<i>50</i>	Horse Power	<i>50</i>	N° of Decks with flat laid	<i>1</i>	N° of Tiers of Beams	<i>1</i>
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Dimensions of Ship per Register, length, *115.9* breadth, *18.1* depth, *9.4*

	Inches in Ship			Inches per Rule			Inches in Ship			Inches per Rule								
	In Ship	In Ship	16ths In Ship	Inches per Rule	Inches per Rule	16ths per Rule	In Ship	In Ship	16ths In Ship	Inches per Rule	Inches per Rule	16ths per Rule						
KEEL, depth and thickness	<i>6 3/4</i>	<i>1 1/4</i>		<i>6 3/4</i>	<i>1 1/4</i>								Flat Keel Plates, breadth and thickness	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>	
STEM, moulding and thickness	<i>6</i>	<i>1 1/4</i>		<i>6</i>	<i>1 1/4</i>								PLATES in Garboard Strakes, br'dth & thickness	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>	
STERN-POST for Rudder do. do.	<i>6</i>	<i>2 1/2</i>		<i>6</i>	<i>2 1/2</i>								" From Garboard to upper part of Bilges	<i>6</i>		<i>6</i>		
" " for Propeller	<i>6</i>	<i>2 1/2</i>		<i>6</i>	<i>2 1/2</i>								" Of d'bling at Bilge, or increased thickness, and length applied	<i>One plate, increased to half length</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>20</i>			<i>20</i>									" From up. prt of Bilge to Ir. edge of Sh'rstrake	<i>5</i>		<i>5</i>		
													" Main Sheerstrake, breadth and thickness	<i>30</i>	<i>8</i>	<i>30</i>	<i>8</i>	
													" Of d'bling at Sh'stk. & Ing. applied					
FRAMES, Angle Iron, for 2/3 length amidships	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>							" From M'n. to Upr. or Spar Dk. Sh'rstrake					
Do. for 1/3 at each end	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>							" Upr. or Spar Dk Sh'rstrake, br'dth & thickness					
REVERSED FRAMES, Angle Iron	<i>2 1/4</i>	<i>2 1/4</i>	<i>4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>4</i>							Butt Straps to outside plating, breadth & thickness	<i>8 1/2</i>	<i>10.5</i>	<i>8.9 1/2</i>	<i>5.9</i>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>10 1/2</i>	<i>8 1/8</i>	<i>5</i>	<i>10 1/2</i>	<i>8 1/8</i>	<i>5</i>							Lengths of Plating	<i>14 1/4</i>		<i>100</i>		
" thickness at the ends of vessel		<i>4</i>			<i>4</i>								Shifts of Plating, and Stringers	<i>40</i>		<i>40</i>		
" depth at 2/3 the half-bdth. as per Rule	<i>5 1/2</i>			<i>5 1/2</i>									Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	<i>25</i>	<i>6</i>	<i>25</i>	<i>6</i>	
" height extended at the Bilges	<i>24</i>			<i>21</i>									Angle Iron on ditto	<i>3 x 3 x 6</i>		<i>3 x 3 x 6</i>		
BEAMS, Upper, Spar, or Awning Deck	<i>5</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>3</i>	<i>4</i>							Tie Plates fore and aft, outside Hatchways	<i>14</i>	<i>6</i>	<i>14</i>	<i>6</i>	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron													Diagonal Tie Plates on Beams No. of Pairs	<i>3</i>		<i>3</i>		
Single or double Angle Iron on Upper edge													Flat of Up., Spar, or Awning Dk.	<i>PP</i>		<i>3</i>		
Average space	<i>40</i>			<i>40</i>									How fastened to Beams	<i>2" bolts with nuts</i>				
BEAMS, Main, or Middle Deck													Stringer Plate on ends of Main or Middle Deck					
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron													Beams, breadth and thickness					
Single or double Angle Iron, on Upper Edge													Is the Stringer Plate attached to the outside plating?					
Average space													Angle Irons on ditto, No.					
BEAMS, Lower Deck													Tie Plates, outside Hatchways					
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron													Diagonal Tie Plates on Beams, No. of pairs					
Single or double Angle Iron on Upper Edge													Flat of Middle Deck* do. do.					
Average space													How fastened to Beams					
BEAMS, Hold, or Orlop													Stringer Plates on ends of Lower Deck, Hold or Orlop Beams					
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron													Is the Stringer Plate attached to the outside plating?					
Single or double Angle Iron on Upper Edge													Angle Irons on ditto, No.					
Average space													Stringer or Tie Plates, outside Hatchways					
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<i>8 1/2</i>	<i>4</i>		<i>8 1/2</i>	<i>4</i>								Flat of Lower Deck*					
" Rider Plate	<i>6 1/2</i>	<i>4</i>		<i>6 1/2</i>	<i>4</i>													
" Bulb Plate to Intercostal Keelson	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>												
" Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>												
" Double Angle Iron Side Keelson																		
" Side Intercostal Plate																		
" do. Angle Irons																		
" Attached to outside plating with angle iron																		
BILGE Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>												
" do. Bulb Iron	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>												
" do. Intercostal plates riveted to plating for length																		
BILGE STRINGER Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>												
Intercostal plates riveted to plating for length																		
SIDE STRINGER Angle Irons																		

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *5/8* in. Rivets, about *5"* apart.
 The REVERSED ANGLE IRONS on floors and frames extend *from middle line to upper part of bilge* and to *on every frame* alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*
 PLATING. Garboard, double riveted to Keel, with rivets *7/8* in. diameter, averaging *4 3/8* ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, *double* riveted; with rivets *5/8* in. diameter, averaging *2 3/4* ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *5/8* in. diameter averaging *2 1/2* ins. from centre to centre.
 " Butts of *one* Strakes at Bilge for *half* length, *double* riveted with Butt Straps *to* thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, *double* or single riveted; with rivets *5/8* in. diameter, averaging *2 3/4* ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from cr. to cr.
 " Edges of Main Sheerstrake, *double* or single riveted. Upper Sheerstrake, *double* or single riveted.
 " Butts of Main Sheerstrake, *double* riveted for *whole* length amidships. Butts of Upper or Spar Sheerstrake, *treble* riveted length amidships.
 " Butts of Main Stringer Plate, *double* riveted for *whole* length amidships. Butts of Upper or Spar Stringer Plate, *treble* riveted for length.
 " Breadth of laps of plating in double riveting *1 1/2*. Breadth of laps of plating in single riveting *2 1/4*
 Butt Straps of Keelsons, Stringer and Tie Plates, *treble* or *double* or *single* Riveted? No. of Breasthooks, *3* Crutches, *1*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good angles Messend*
 Manufacturer's name or trade mark, *and Dockton, M. & Co. Plates Consell & Wks.*
 The above is a correct description.
 Builder's Signature, *Abercorn Shipbuilding* Surveyor's Signature, *G. S. Hindmarsh* Mr. *Davidson*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness as distinguished from diminished thickness at ends of vessel. * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6235 *gh*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Are the fillings between the ribs 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? *Only a few at the corners of the butts*

Masts, Bowsprit, Yards, &c., are *Pine* in *good* condition, and sufficient in size and length. *If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the Lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, State also Length and Diameter of Lower Masts and Bowsprit*

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N ^o	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.				
								N ^o .	Weight Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain	121	12 16	15 1/2 tons 10 1/2 "	120 12 16	<i>Tested at London by Messrs R. & G. Clark Mar 12 1883</i>	Bower Anchors				
	Fore Top Sails,	Iron Stream Chain	45	2 7/8	3 3/4 tons	45 2 7/8		1	cut. gr 11 H. u. 2. n. 14	1/2 ton. cut gr 11 H. u. 2. n. 0	1/2 ton. cut gr 11 H. u. 1. n. 0	<i>Tested at London by Messrs R. & G. Clark Mar 15 1883</i>
	Fore Topmast Stay Sails,	or Steel Wire						1	H. u. 2. n. 12	4. n. 0. n. 0	H. u. 1. n. 0	
	Main Sails,	or Hemen Strm Cable	45	6		45 - 6			9. n. 1. n. 1		8. n. 2. n. 0	
	Main Top Sails,	Towline, Hemp.	90	4		90 - 4			1. n. 1. n. 0	3. n. 13. n. 0. 11	1. n. 1. n. 0	
	and	or Steel Wire							0. n. 2. n. 0		0. n. 2. n. 0	
		Hawser										
		Warp										
		quality										
		good										

Standing and Running Rigging *Wool & Manila* sufficient in size and *good* in quality. She has *one* Long Boat *and*
 The Windlass is *Fisher & Co. good* Capstan *✓* and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *Wrought iron* How secured in ordinary weather? *Slide rods & pins*
 What arrangements for deadlights in bad weather? *Tarpaulins*
Coal Bunker Openings.—How constructed? *Cast Iron frames* How are lids secured? *With a clutch* Height above deck? *flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Scuppers, 3 Wash ports and 2 mooring pipes on each side*
Cargo Hatchways.—How formed? *Iron comings 18" high*
 State size **Main Hatch** *16' 10" x 6' 0"* Forehatch *✓* Quarterhatch *✓*
 If of extraordinary size, state how framed and secured? *Ordinary size*
 What arrangement for shifting beams? *One web plate and one fore and after*
Hatches, If strong and efficient? *Yes solid 2 3/4"*

Order for Special Survey No. <i>1661</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1882 Dec 18, 22, 28</i>	<i>1883 Jan 12, 19, 24, 29</i>
Date <i>8th November 1882</i>		2nd. On the plating during the process of riveting	<i>Apr 8, 23</i>	<i>Mar 2, 7, 14, 19, 26, 28</i>
Order for Ordinary Survey No. <i>4</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>17, 25, 27, 30</i>	<i>May 3, 17, 21, June 5, 11, 18, 29</i>
Date <i>17th Nov 1882</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Aug 6, 8, 10, 13, 18, 24, 30</i>	<i>Sept 7</i>
No. <i>60</i> in builder's yard.		5th. After the ship was launched and equipped		

General Remarks (State quality of workmanship, &c.) *Good*

This is a One decked Vessel with a top-gallant fore-castle eighteen feet long; built under Special Survey in accordance with the Rules and in conformity with the plans submitted and approved by the Committee
The fore-peak tank tested with a head of water equal to the load line and found satisfactory

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *paint*
 I am of opinion this Vessel should be Classed ** 90 AI*
 The amount of the Entry Fee ... £ : : is received by me, *have vide sur 15/9/83 by S. Hardmarsh, Jm Davidson*
 Special ... £ : : 18
 Certificate (to be sent as per margin).
 (Travelling Expenses, if any, £)

FRIDAY 14 SEPT 1883
 Committee's Minute *18*
 Character assigned *90 AI*
 Lloyd's Register Foundation

Reference should be made to any correspondence connected with the case.