

IRON SHIP.

No. 6235 Survey held at Paisley Date, First Survey Dec 18th 1882 Last Survey Sep 4th 1883

On the S.S. "Kilda"

TONNAGE under Tonnage Deck 133.71

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Or. Dk. Ex of hatchways 81

Ditto of Houses on Deck 55

Ditto of Forecastle 6.24

Gross Tonnage 141.34

Less Crew Space 13.99

Less Engine Room 70.82

Register Tonnage as out on Beam 56.53

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 9

Depth from upper part of Keel to top of Upper Deck Beams 10.25

Girth of Half Midship Frame (as per Rule) 15.83

1st Number 35.08

1st Number, if a 2-Decked Vessel do not 7 feet

Length 114

2nd Number 3999

Proportions— Breadths to Length 6.4

Depths to Length— Upper Deck to Keel 11.1

Main Deck ditto

Master Not appointed

Built at Paisley

When built 1886 Launched May 8/83

By whom built Abercorn & Co.

Owners Messrs. R. 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 114 Feet. Inches. BREADTH— Moulded 18 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 9 Feet. Inches. Do. do. Main Deck Beams 4 1/2 Power of Engines 50 Horse Power N° of Decks with flat laid 1 N° of Tiers of Beams 1

Dimensions of Ship per Register, length, 115.9 breadth, 18.1 depth, 9.4

KEEL, depth and thickness 6 3/4 x 1 1/4

STEM, moulding and thickness 6 x 1 1/4

STERN-POST for Rudder do. do. 6 x 2 1/2

" " for Propeller 6 x 2 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 20

FRAMES, Angle Iron, for 1/2 length amidships 2 1/2 x 2 1/2 x 5

Do. for 1/2 at each end 2 1/2 x 2 1/2 x 5

REVERSED FRAMES, Angle Iron 2 1/2 x 2 1/2 x 4

FLOORS, depth and thickness of Floor Plate 10 1/2 x 4

at mid line for half length amidships 6 x 5

" thickness at the ends of vessel 5 1/2 x 4

" depth at 1/2 the half-bdth. as per Rule 24

" height extended at the Bilges 21

BEAMS, Upper, Spar, or Awning Deck 5 x 3 x 7

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 40

Average space 40

BEAMS, Main, or Middle Deck 5 x 3 x 7

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Hold, or Orlop 5 x 3 x 7

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

KEELSONS Centre line, single or double plate, 8 1/2 x 7

box, or Intercoastal, Plates 6 1/2 x 7

" Rider Plate 3 x 3 x 6

" Bulb Plate to Intercoastal Keelson 3 x 3 x 6

" Angle Irons 3 x 3 x 6

" Double Angle Iron Side Keelson 3 x 3 x 6

" Side Intercoastal Plate 3 x 3 x 6

" do. Angle Irons 3 x 3 x 6

" Attached to outside plating with angle iron

BILGE Angle Irons 3 x 3 x 6

" do. Bulb Iron half length 6 x 6 x 6

" do. Intercoastal plates riveted to plating for length 3 x 3 x 6

BILGE STRINGER Angle Irons 3 x 3 x 6

Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons 3 x 3 x 6

The FRAMES extend in one length from Keel to Gunwale

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, treble riveted with Butt Straps 7/8 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, treble 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, 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, L. L. Hindmarsh

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

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Lloyd's Register

67LSH48-0211

ROBT. EDM. TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C.1, London.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6235 *gls.*
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

NUMBER for EQUIPMENT		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.
SAILS.												
CABLES, &c.												
N ^o	Chain	121	12	15 1/2 tons	120	12	Bower Anchors					
	Fore Sails,						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	45	2 1/2	3 3/4 tons	45	2 1/2	7555	1	cut. gr. 1 1/2	4.2.2.0	4.2.2.0	1.1.0
	Fore Topmast Stay Sails,						7554	1	4.2.2.12	4.2.2.0	4.2.2.0	1.1.0
	Main Sails,	45	6		45	6			4.2.2.1		8.2.2.0	
	Main Top Sails,	90	4		90	4	Stream Anchor	1	1.1.1.0	3.13.0.14	1.1.1.0	
	and						Kedge	1	0.2.2.0		0.2.2.0	
	quality						2nd Kedge					

Standing and Running Rigging *Wire & Manila* sufficient in size and *good* in quality. She has *one* Long Boat and
The Windlass is *Fisher's* *good* Capstan *✓* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *cast 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 1/2"*

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 1883 Jan 12, 19, 24, 29</i>
Date <i>8th November 1883</i>		2nd. On the plating during the process of riveting	<i>Feb 8, 23 Mar 2, 7, 14, 19, 26, 28 Apr 2, 13</i>
Order for Ordinary Survey No. <i>1</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>14, 25, 27, 30 May 3, 17, 21, June 5, 11, 18, 29</i>
Date <i>9th</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 Sep 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-forecastle 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. list 15/9/83 by L. Hindmarsh, Tm Davidson*
Special ... £ : : 18
Certificate (to be sent as per margin).
(Travelling Expenses, if any, £ : :)
FRIDAY 14 SEPT 1883
Committee's Minute 18

Character assigned *TR 90 12*
LATER