

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office. **10 NOV 1908**Date of completion of report *6th November 1908.*Port of *Hull*Survey held at *Hull*Date, First Survey *May 27th*Last Survey *6th November 1908*No. *20,656*On the *Steel Steamship "KILNSEA"*Rig *Schooner*TONNAGE under *3139.50*

THREE DECKED VESSEL.

Master *J. Cook.*

Do. between Tonnage Dk. and 3rd and 4th Dk.

CLASS *100 A1.*

FEET.

Year of appointment *1908*

Total under Upper Dk.

Half Breadth (moulded) *24.66*

Do. of Poop

Depth from upper part of Keel to top of Upper Deck Beams *25.30*

Do. of Bridge House

Girth of Half Midship Frame (as per Rule) *45.30*

Do. of Forecastle

deduct 7 feet. *7.00*

Do. of Houses on Dk.

1st Number *88.26*

Do. of excess of Hatchways

Length on deck from after part of stem to fore part of stern post *350.16*

Do. above Crown of Engine Room

2nd Number *309.05*

Less Crew Space

Proportions—Breadth to Length *7.10*

Less above Crown of Engine Room

Depth to Length—Upper Deck to top of Keel *13.84*GE FOR FEES. *3182.97*Main Deck ditto *13.84*

Engine Room

Destined Voyage *Brunswick*

Navigation Spaces

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

Crown of Engine Room

No. of Decks with flat laid *On*

ter Tonnage

No. of Tiers of Beams *On*

at on Beam

Round of Upper Dk. Beam, Actual *12 1/2 ins.*

TH on Deck *350* Feet. *2* Inches. **BREADTH—** Moulded *49* Feet. *3 3/4* Inches. **DEPTH, ACTUAL—** Top of Floors to top of Upper Dk. Beams *21* Feet. *10 1/2* Inches. **No. of Decks with flat laid** *On*
Do. Do. Do. Do. Main Dk. Beams *21* *10 1/2* **No. of Tiers of Beams** *On*
Dimensions of Ship per Register, Length *351-9* breadth *49-5* depth *21-85* Moulded depth, ft. *24* ins. *3* To Upper Dk. *12 1/2* ins.

FRAMING.

	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
IE, Angles, or <i>7</i> or <i>L</i> Bars for $\frac{1}{2}$ length amidships	10	3 1/2	15	10	3 1/2	13
for $\frac{1}{2}$ at each end	10	3 1/2	12	10	3 1/2	12
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8	3 1/2	3 1/2	8
" " at intermdt. Bkts.						
ce of Frames from moulding edge to lding edge, all fore and aft	24		24			
ERSED FRAME, Angles <i>(In Tanks)</i>	3 1/2	3 1/2	8	3 1/2	3 1/2	8
FRAMING, depth of girder	10		10			
RS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships						
in way of Engines and Boilers						
thickness at the ends of vessel						
depth at $\frac{1}{2}$ the half breadth, as per Rule						
height extended at the Bilges						
RS & BRACKETS in Cell Dble Bottoms	41		8	41		8
" Distance apart	24		24			
RE GIRDER, in Double bottom, depth and thickness	41		10	41		10
" Angles, Top <i>(Angles)</i>	6	6	15	6	6	15
" " Bottom <i>(Angles)</i>	6	6	15	6	6	15
GIRDERS, number on each side & thickness	2		7	2		7
" Angles	3	3	8	3	3	8
GIN PLATE, depth (exclusive of flange) and thickness	32 1/2		9	32 1/2		9
" Angles to Outside Plating	3 1/2	3 1/2	9	3 1/2	3 1/2	9
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	41		10	41		10
" in Engine and Boiler space						
" Remainder in Holds						
IS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3 1/2	10	8	3 1/2	10
" Angles on upper edge	7	3	9	7	3	9
Average space	24		24			
IS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on upper edge						
Average space						
IS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on upper edge						
Average space						
IS, Hold, or Orlop, Plate or Tee Bulb						
" Angles on upper edge						
Average space						
IS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9
" Angles on upper edge						
Average space	24		24			
IS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8
" Angles on upper edge						
Average space	24		24			
IS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	3 1/2	12	9	3 1/2	12
" Angles on upper edge						
Average space	48		48			
ARS, In 'tween Deck, size and spacing	2 1/2	48	2 1/2	48		
" Hold	3 1/2	48	3 1/2	48		
" Quarter 'tween Dks., " " " " " "	18	20	18	20		
" " in Hold	14	20	14	20		
WEB-FRAMES, In Fore Body, No. and spacing						
" " " " " " " " " " " "						
" No. of Side Stringers						
WEB-FRAMES, In E. & B. Space, No. & spacing						
" " " " " " " " " " " "						
" " " " " " " " " " " "						
" No. of Side Stringers						
" Size of Angles or Tee Bars to Web-Frames						
BRACKET PLATES to Stringers between Web Frames, depth and thickness						

FORGINGS & CASTINGS.

	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
KEEL, Bar or Side Plates, depth and thickness	8	24	8	24	8	24
STEM, moulding and thickness	11	2 1/2	11	2 1/2	11	2 1/2
STERN-POST for Rudder do. do.	11	6 1/2	11	6 1/2	11	6 1/2
" for Propeller	9		9		9	
MAIN PIECE of Rudder, diameter at head	9		9		9	
" do. at heel	6 1/2		6 1/2		6 1/2	
RUDDER, how constructed <i>Longitudinal, Single plate</i>						
Can the Rudder be unshipped afloat? <i>Yes</i>						
KEELSONS & STRINGERS.						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" Rider Plate						
" Bulb Plate to Intercoastal Keelson						
" Horizontal Plates on Floors						
" Angles						
SIDE KEELSON, Angles						
" Bulb or Plate above floors, for lng.						
" Intercoastal Plate, for length						
" Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors, for lng.						
" Intercoastal Plate for length						
" Attached to outside Plating with Angle						
BILGE STRINGER Angles	6	4	12	6	4	12
" Bulb Plate for length						
" Intercoastal Plate for full length	14		8	14		8
" Attached to outside Plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2	8
SIDE STRINGERS Angles	6	4	12	6	4	12
" Bulb or Intercoastal Plate, for full lng.	14		8	14		8
" Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Upper Deck Stringer Plates, br'dth & thickness	6.8	9	6.8	9		
" Angle on ditto <i>(In way of section 4.4 x 3.0)</i>	4 1/2	4 1/2	11	4 1/2	4 1/2	11
" Tie Plates fore and aft, outside Hatchways						
" Deck * Iron or Steel, for lng. <i>(In way of section 4.4 x 3.0)</i>	8		8		8	
" Wood Deck. Material & thickness						
Middle Deck Stringer Plate, br'dth & thickness						
" Angles on ditto, No.						
" Tie Plates outside Hatchways						
" Diagonal Tie Plates on Bms., No. of prs.						
" Deck * Iron or Steel, for lng.						
" Wood Deck. Material & thickness						
Lower Deck Stringer Plate, br'dth & thickness						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Deck * Material and thickness						
Hold, or Orlop Stringer Plate, br'dth & thckn's						
" Angles on ditto, No.						
" Tie Plates outside Hatchways						
" Deck. Material and thickness						
Poop Deck Stringer Plate, breadth & thickness	32	7	32	7		
" Angle on ditto	3 1/2	3 1/2	8	3 1/2	3 1/2	8
" Tie Plates <i>Iron Deck</i>	6		6		6	
" Deck. Material and thickness						
Bridge Deck Stringer Plate, br'dth & thickness	6.2	9	6.2	9		
" Angle on ditto	4 1/2	4 1/2	11	4 1/2	4 1/2	11
" Tie Plates <i>Iron Deck</i>	6		6		6	
" Deck. Material and thickness						
Forecastle Deck Stringer Plate, b'dth & th'kns	32	7	32	7		
" Angle on ditto	3 1/2	3 1/2	8	3 1/2	3 1/2	8
" Tie Plates <i>Steel Deck</i>	10.5		10.5		10.5	
" Deck. Material and thickness <i>P. Pine</i>	3		3		3	

	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
BULKHEADS.	In Vessel.	Per Rule.	Size.	Size.	Size.
W. T. BULKHEADS	6	6	7	6	7
PARTITION	6	6	7	6	7
LONGITUDINAL	6	6	7	6	7

Are the outside Plates doubled two spaces of Frames in length *Shall be fitted with double plates*
Are the Sluice Valves and Watertight Doors in efficient working order? *Yes*

PLATING.										RIVETING.																																																																																																					
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		SHEER EDGES.				BUTTS.				IF LAPPED.																																																																																																
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.																																																																																														
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FLAT PLATE KEEL.....	36	20	13	13	36	20	13	13	36	20	13	13	36	20	13	13	36	20																																																																																													
GARBOARD OR A STRAKE.....	58	13	12	12	58	13	12	12	58	13	12	12	58	13	12	12	58	13																																																																																													
B " "		12	10	10		12	10	10		12	10	10		12	10	10		12																																																																																													
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J " "	44	13	10	10	44	13	10	10	44	13	10	10	44	13	10	10	44	13																																																																																													
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Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?										Upper Deck (Butts, treble riveted for full length amidship. Stringer Plate (Straps, single, double or overlapped for full length amidship. Middle Deck (Butts, treble riveted for full length amidship. Stringer Plate (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 Double. Butts Double. Centre Girders Butts, double riveted. Keelson Butts, riveted. Frames, riveted through Plates with 1 3/4 in. Rivets, about 6 apart. Rivets, state whether Iron or Steel Iron.																																																																																																					
FRAMES extend in one length from centre to tank side and from tank side to Main Dk. and Poop. Bridge and Forecastle Decks. REVERSED FRAMES on floors and frames extend from Bulk Angle frames.																																																																																																															
MASTS, SPARS, &c.																																																																																																															
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Bowsprit ✓ Topmasts, Lards and Remainder of Spars Patch Pine Rigging, Material and Size, Shrouds Galvanized wire, 4" Sails. One Suit of Sails, and the following spare sails ✓																																																																																																															
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Boats Two Sloopboats and two others. Pumps Number 1 Downham, connected to engine. Diameter of Barrel 5" - 5 1/2". State whether they are in efficient working order Yes. Windlass is by Emerson Walker & Thompson Bros. Capstan ✓. Engine Room Skylights—How constructed? Steel. What arrangements for deadlights in bad weather? Steel. Coal Bunker Openings—How constructed? Plating and angles. How are lids secured? Bolted down. Height above deck? 12". Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. On each side, 5 Scuppers, 4 Freeing Ports 36" x 24". Ceiling in Holds, thickness and material. 2 1/2" pine. Ceiling 'tween Decks, thickness and material. 2" pine. Cargo Hatchways—How formed? Plating and angles. Hatches, If strong and efficient? Yes. 3". State size No. 1 Hatch (Forward) 24' x 18". No. 2 Hatch 26' x 18". No. 3 Hatch 20' x 18". No. 4 Hatch 26' x 18". Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. In Hatches No. 1, 2, 4 and 5. Five web plates. In No. 3 Hatch three web plates. No. of Breasthooks Eight. No. of Crutches and dup floor. Bulwarks, height above deck and description. Main Rail, material and size 4 1/2" x 3 1/4" x 1/2" steel. The above is a correct description. SHIPBUILDING & ENGINEERING CO. LIMITED. Surveyor's Signature Allison B. Wilson. Builder's Signature (here only) J. J. Lethbridge. 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 this case)

(M.) 7.4.08, 11.4.08, 15.4.08, 4.5.08, 9.5.08, 22.5.08. (S.) 24.6.08.

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 (when fitted, punched up) 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 facing surfaces? Yes Do any rivets break into or through the seams or butts of plating? A few

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? Yes State results of tests Satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes State results of tests Satisfactory.

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 dates, and in general conformity to the Rules for the class contemplated.

Accompanying this Report, Plans of Midship Section, Profile and Decks, Plan frame and Rudder, Pumping Arrangements, Double Bottom plating in way of Boilers, Two Reports on Ships Gorgings and Castings.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28.9 ft., R.Q.D. or Break ✓ ft., Bridge Dk. 158 ft., Forecastle 31.1 ft. (in feet and tenths). When the Poop 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 Register Book) 1 Dk (pl. at pt. in) & dup frames.

Official No. 128123; Signal Letters ✓

How are the surfaces preserved from oxidation? Inside Portland Cement and Paint Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular D.B.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	110.0	303	Fore peak tank,		66
Double bottom, under Engines and Boilers,	22.0	76	After peak tank,		105
Double bottom, if under Engines only,	✓		Midship deep tank,	✓	
Double bottom, if under Boilers only,	✓		Other tanks, if fitted,	✓	
Double bottom, forward,	154.0	448	(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

Order for Special Survey No. 1744

Date 12/5/08

No. 550 in builder's yard.

DATES OF SURVEYS held while building 1908: May 27, 28, 30, June 3, 13, 15, 16, 20, 23, 25, July 1, 4, 6, 9, 12, 24, 28, 29, 31, Aug 1, 13, 15, 21, 26, 28, Sep 10, 14, 16, 18, 19, 25, 29, 30, Oct 3, 7, 9, 12, 13, 14, 16, 21, 23, 26, 28, 29, Nov 6.

Total No. of Visits 46

The amount of Entry Fee.....£ 5 : 0 : 0

Special Survey Fee£ 104 : 11 : 6

Travelling Expenses, if any £ : : :

Fees applied for, 2/1/1908

Received by me, 3/1/1908

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

I am of opinion this Vessel should be Classed 100A1.

With, or without Freeboard, as condition of Class Without.

Committee's Minute

Character assigned

FM. 13 NOV 1908

100A1

Lloyds 196.0 + 2 Mb 11.08

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