

Spar, ~~or Awning~~ Dk.

~~IRON OR~~ STEEL STEAMER.

No. 23459

TUES. 23 JAN 1945

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

Port of *Glasgow*. Date of completion of Report *11th Jan/06* Received at London Office

Survey held at *Scotsman* Date, First Survey *20th May 05* Last Survey *8th*

On the *Steel Screw Steamer "KILCHATTAN"* Rig *2 M*

Survey held at Beck's Town

Last Survey 8th January 1806

On the *Steel Screw Steamer*. "KILCHATTAN."

Rig 2 Mäst, Schöner

TONNAGE under
Tonnage Deck

Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk. }

Total under Upper Dk. 3596.26

Do. of Boyd House 76:90

Do. of Forecasts 40.70
Do. of Hides on Board 8.97

o. of excess of Hatchways 15.33

o. above Crown of } 25.78
Engine Room . . }

ross Tonnage 3763.94

88 Crew Space : 87.9
88 above Crown of 25.7

Engine Room .. }
 SPACE FOR FEES 36456.23

88 *Engine Room* 1204.46

88 Navigation Spaces. 3552
20/94.

gister Tonnage) 2442.03

is cut on Beam....)

LENGTH on Deck	Feet.	Inches.	BREA
B 1	252	0 1/2	Mo

as per Rule..... 339 9/2

~~SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.~~

CLASS 10071 Spar deck.

Half Breadth (*moulded*) 23.70

Depth from upper part of keel to top of Main Deck Beams 22.0

Girth of Half Midship Frame (as per Rule) 41.6

1st Number p 7.32

..... 351

Length 337

2nd Number 31438

Proportions—*Breadths to Length*..... 134

Depths to Length—Main Deck to top of Keel 16.33

Master W. H. H. H.

Year of Appointment

Built at Scottdown

When built 1856 Launched 13 Dec 1860

When built 1908-08 Launched 1908-02

By whom built *L. L. Connell & Co. Phila.*

Owners.....

anagers.....

Residence *Glasgow*

1841

LENGTH on Deck as per Rule.	Feet. 359	Inches. 9 1/2	BREADTH — Moulded .	Feet. 44	Inches. 0	DEPTH , top of Floors to Spar on Deck Dk. Beams Do. do. Main Deck Beams	Feet. 26	Inches. 6	Power of Engines	Horse.	No. of Decks with flat laid <i>Two</i> No. of Tiers of Beams <i>Two</i>
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Dimensions of Ship per Register, Length 361-8 breadth 47-65 depth, 17-10 Spar or Main Dk. Moulded depth, ft. 29 ins. 0 1/2 To Main Dk. Round up of Beam Main Dk. 11 1/2 ins.

[illegible]

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. 1/8th in. 20ths.	Thickness. 1/8th in. 20ths.	Thickness. 1/8th in. 20ths.	Breadth. Inches.	Thickness. 1/8th in. 20ths.	Diam. Inches.	Spacing cr. to cr. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Breadth. Inches.	Thickness. Inches.	Breadth. Inches.	For what Length. Feet.			
FLAT PLATE KEEL (If Bar Keel, state Riveting)	4 1/2	2 1/2	12	12	11	13	4 1/2	2 1/2	Single	6	1	4	2nd 1/2	1 1/8	4	1	1	16	Full	
GARBOARD OR A Strake ...		13	12	12		13		13	"	5 1/4	7/8	3 1/2	Treb.	7/8	3	1	1	9		
State actual thickness in way of Double Bottom.	B	11	11	10		11		11	"	6	1	4	2nd.	1	3 1/2	1	1	12	"	
C	11	11	11	10		11		11	"	6	1	4	"	1	4	1	1	11	"	
D	12	9	10	10		12		12	"	6	1	4	"	1	4	1	1	11	"	
E	13	9	10	10		13		13	"	6	1	4	"	1	4	1	1	11	"	
F	11	10	10	10		11		11	"	6	1	4	"	1	4	1	1	11	"	
G	11	10	11	11		11		11	"	6	1	4	Treb.	1	3	1	1	9	"	
H	12	9	10	10		12		12	"	6	1	4	"	1	4	1	1	11	"	
J	12	9	9	9		12		12	"	6	1	4	"	1	4	1	1	11	"	
K	12	9	9	9		12		12	"	6	1	4	"	1	4	1	1	11	"	
L	12-15	9	9	9		12-15		12-15	"	6	1	4	2nd	7/8+1	3 1/2	1	1	12+14	"	
M	4 1/2	13-16	10	10		4 1/2		13-16	"	6	1	4	1 1/2	7/8+1	1	1	1	12+14	"	
N																				
O																				
P																				
Q																				
DOUBLING OF Flat Plate Keel																				
Length and thickness of Sheerstrakes.																				
of Strake below																				
POOP SIDES									Single	5	3/4	3	Single	3/4	2 1/4	1	1	5	Full	
BRIDGE SIDES	11-10					11-10			Single	5 1/4	7/8	3 1/2	Treb. 1/2	7/8	3	1	1	9-6		
FORECASTLE SIDES		7				7			Single	5	3/4	2 1/4	1/2	3/4	2 1/4	1	1	5		

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. *Siemens process.*

Plates, Plating, &c. *Belgians, Glasgow, Limerick, Huddersfield, Palmer, Blohm, Lohndorf.*

Spar or Stringer Butts, riveted for *full length amidship.*

Stringer Plate Butts, riveted for *full length amidship.*

Main Stringer Plate Butts, riveted for *full length amidship.*

Butts of Bilge & Side Stringers and Tie Plates, riveted for *full length amidship.*

Inner Bottom Plating, riveting of Edges *of the same Butts.*

Centre Girder Butts, riveted *Keelson Butts.*

Frames, riveted through Plates with *7/8 in. Rivets, about 6 apart.*

Rivets, state whether Iron or Steel *Iron.*

FRAMES extend in one length from *centre line to margin & from margin to spar, both bridge & fore & aft.*

REVERSED FRAMES on floors and frames extend from *centre line to margin & from margin to spar deck & to spar & fore & aft.*

MASTS, SPARS, &c.									
LOWER MASTS.	Fore	Main	Mizen	DIAMETER AND THICKNESS.		No. of Plates in round.		RIVETING.	
				Material.	Total Length	At Partners.	Head.	Number.	Size.
Fore	Steel	76-5 1/4	20 x 1 1/2 in.	1 1/2	4 1/2	14 x 6	Two	Single	Double
Main	"	76-5 1/4	"	"	"	18 x 6	"	"	"
Mizen	"	"	"	"	"	"	"	"	"
Bowsprit	"	"	"	"	"	"	"	"	"
Topmasts, Yards and Remainder of Spars	"	"	"	"	"	"	"	"	"
Rigging, Material and Size, Shrouds	"	"	"	"	"	"	"	"	"
Sails	"	"	"	"	"	"	"	"	"

EQUIPMENT No. 29985 LETTER W.									
Number of Certificate.	Anchors.	Weight, Ex. Stock	Weight of Stock	TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE		Description of Anchor.	Makers.
				Tons.	Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.		
19662	1st Bower	52 2 0	STOCKLESS	43	18 3 0	52	2 0	STOCKLESS	J. Abbott & Co. Ltd. New Walker, Sept. 6/05. S. C. Paul.
19697	2nd "	52 1 0	STOCKLESS	43	15 2 14	52	2 0	STOCKLESS	J. Abbott & Co. Ltd. New Walker, Sept. 13/05. S. C. Paul.
19748	3rd "	44 3 0	STOCKLESS	39	1 3 14	44	2 0	STOCKLESS	J. Abbott & Co. Ltd. New Walker, Nov. 14/05. S. C. Paul.
19701	Stream	14 2 0	3 2 14	16	1 1 0	14	0 0	Common.	J. Abbott & Co. Ltd. New Walker, Sept. 14/05. S. C. Paul.
19807	Kedge	6 0 14	1 2 4	8	7 2 0	6	0 0	Common.	J. Abbott & Co. Ltd. New Walker, Dec. 8/05. S. C. Paul.

CHAIN CABLES.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.
				Supplied.	Per Rule.				
10707	135	2 1/2	76 1/2 & 10 1/2	288-1-8	270-2 1/2	5 1/2	J. Abbott & Co. Ltd. New Walker, Nov. 30/05. S. C. Paul.	"	TO LINE
10711	135	2 1/2	"	291-2-22	"	"	"	"	HAWSER
Stream	90	4 1/2	59	"	90-4 1/2	Steel wire	"	"	WARP

Boats *2 Life & 2 others.*

Pumps, Number *2*

Windlass is *Clarke Chapman's.*

Engine Room Skylights.—How constructed? *Steel on steel casing.*

What arrangements for deadlights in bad weather? *Steel shutters & bulls' heads.*

Coal Bunker Openings.—How constructed? *Butt angle*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Scuppers for 2, aft 3, freeing ports 7, 10, 3, 4, 5, 6, 1-4.*

Ceiling in Holds, thickness and material *2 1/2"*

Cargo Hatchways.—How formed? *Plates & angles*

State size No. 1 Hatch (Forward) *19-11 x 15-11* No. 2 Hatch *26-11 x 15-11* No. 3 Hatch *9-11 x 15-11* No. 4 Hatch *28-11 x 15-11*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1 Hatch 1 Web. 70 x 3 + 4 2 Webs. 8*

Bulwarks, height above deck and description *3-9" Steel*

The above is a correct description.

Builder's Signature (here only) *John C. Connel* Director.

Surveyor's Signature *F. R. Norton*

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

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

17/11/05, 29/11/05, 11/12/05, 29/12/05, 13/1/06

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

Is the riveted work properly closed? *Yes.*

Are the liners between the frames 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 facing surfaces? *Yes.*

Do any rivets break into or through the seams or butts of plating? *Not at all.*

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

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is good. The vessel has been built in accordance with the approved plans, the Surveyor's letter referred to in general conformity with the Rules for the class contemplated. The decks, timbers, &c. have been tested & found satisfactory.*

This is a sister vessel to the "Hilkenaw", No. 502, now building.

The midship section & strapping reports are enclosed.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *24* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *110* ft., Forecastle *37* 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 Deck (Steel) & Spar deck (Steel) & deep framing.*

Official No. *301* Signal Letters

How are the surfaces preserved from oxidation? Inside *Paint and cement & paint.* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system <i>Yes.</i>									
Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.
Double bottom, aft.	112	278	Fore peak tank,			Double bottom, forward.	162	445	After peak tank,
Double bottom, under Engines and Boilers.	42	132	Midship deep tank,			Double bottom, if under Engines only.			Other tanks, if fitted.
Double bottom, if under Boilers only.			(If necessary, furnish further information by sketch.)						

State whether the above have been tested as required by the Rules *Yes.*

Order for Special Survey No. *2997*

Date *23.8.05*

Order for Ordinary Survey No. *301*

Date *1.10.05*

No. *301* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought *1905. May 30, Jun 8, 12, 15, 19, 22, Sep 6, 11, 25, 28, Aug 19*

2nd. On the plating during the process of riveting *11.10.22.28, Sep 9, 12, 15, 20, 27, 29, Oct 3, 10, 16, 20, 27, 29, 30/10/05*

3rd. When the beams were in and fastened, and before the decks were laid *7.9.14, 16, 25, 27, 29, Dec 1, 5, 6, 8, 22, 27, 29, 1905. Jan 5.*

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

Total No. of Visits *45.*

The amount of Entry Fee *£ 18*

Special Survey Fee *£ 16.8*

Travelling Expenses, if any *£ 2/1*

Fees applied for, *22 JAN 1906*

Received by me, *1/106*

Certificate to be sent to *Glasgow*

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

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

Committee's Minute *Glasgow 22 JAN 1906*

Character assigned *1-100 A1 (Steel) Spar Deck Lloyd's A.C.P.*

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