

IRON SHIP.

(18th. MAY, 1882.)

8182

No. 5182 Survey held at Port Glasgow & Glasgow Date, First Survey 21st Sept. 81 Last Survey 12th May 1882
On the Barque "Kermore" (45 visits)Tonnage under
Hatchways 897.49
of Deck, Spar, & Awning Deck. 62
of Poop, or
of Houses 37.91
on Deck 21.92
of Forecastle
Tonnage 957.94
Tonnage in
Row Space 27.10
Engine Room
Tonnage 930.84
on BeamONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 16.5
Depth from upper part of Keel to top of Upper Deck Beams 22.15
Girth of Half Midship Frame (as per Rule) 34.15
1st Number 728
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 196.2
2nd Number 14283
Proportions— Breadths to Length 5.95
Depths to Length—Upper Deck to Keel 8.85
Main Deck dittoMaster John Milne
Built at Port Glasgow
When built 1881-82 Launched 3rd May
By whom built John Reid & Co
Owners R. B. Fridgley
Residence 12 Boyle Street, Glasgow
Port belonging to Greenock
Destined Voyage Sydney
If Surveyed while Building, Afloat, or in Dry Dock, While building & afloatFeet. Inches. BREADTH— 33 0
Deck as Rule 196 2 1/2 Moulded...
Feet. Inches. DEPTH top of Floors to Upper Deck Beams 20 3
Do. do. Main Deck Beams...
Power of Engines ...
Horse. No. of Decks with flat laid ...
No. of Tiers of Beams ...

Dimensions of Ship per Register, length 207.2 breadth 33.25 depth 19.95

L. depth and thickness 8 x 2 3/4
I. moulding and thickness 7 1/4 x 2 3/4
IN-POST for Rudder do. 7 1/4 x 2 3/4
" for Propeller 23
Thickness of Frames from moulding edge to
moulding edge, all fore and aft 23WES, Angle Iron, for 1/2 length amidships 4 1/2 x 3
for 1/4 at each end 4 1/2 x 3
VERSED FRAMES, Angle Iron 3 x 3
RS, depth and thickness of Floor Plate 23 x 19
Mid line for half length amidships 22 1/2 x 9
Thickness at the ends of vessel 8
Depth at 1/4 the half-bdth. as per Rule 11 1/2
Height extended at the Bilges 47IS, Upper, Spar, or Awning Deck 8 x 8
or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3
or double Angle Iron on Upper edge 46IS, Main, or Middle Deck 8 x 8
or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3
or double Angle Iron on Upper Edge 46IS, Lower Deck 8 x 8
or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3
or double Angle Iron on Upper Edge 46IS, Hold, or Orlop 8 x 8
or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3
or double Angle Iron on Upper Edge 46SONS Centre line, single or double plate, 14 x 11
box, or Intercoastal, Plates 11 1/2 x 11
Rider Plate 11 1/2 x 11
Bulb Plate to Intercoastal Keelson 5 x 3 1/2Angle Irons 5 x 3 1/2
Double Angle Iron Side Keelson 5 x 3 1/2
Side Intercoastal Plate 5 x 3 1/2
do. Angle Irons 5 x 3 1/2Attached to outside plating with angle iron 3 x 3
Angle Irons 5 x 3 1/2
do. Bulb Iron 5 x 3 1/2
do. Intercoastal plates riveted to 5 x 3 1/2
plating for lengthRINGER Angle Irons 5 x 3 1/2
costal plates riveted to plating for length

STRINGER Angle Irons 5 x 3 1/2

FRAMES extend in one length from Keel to gunwale

EVERSED ANGLE IRONS on floors and frames extend from middle line to upper & lower stringers

SONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

ING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/2 in. diameter averaging 5 1/2 ins. from centre to centre.

Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1 1/2 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Breadth of laps of plating in double riveting 5 1/2 x 7 1/2 Breadth of laps of plating in single riveting

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, Five Crutches, Three

description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, Single Stockton & Co. Plates. Moor

Is above a correct description? Yes

Surveyor's Signature, John Reid & Co

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

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

GRK 298-0065

Flat Keel Plates, breadth and thickness 34 10 34 10

PLATES in Garboard Strakes, br'dth & thickness 34 10 34 10

From Garboard to upper part of Bilges 9 9

Of d'bling at Bilge, or increased thickness, and length applied 9 9

From up. prt of Bilge to l. edge of Sh'rstrake 36 11 36 11

Main Sheerstrake, breadth and thickness 36 11 36 11

Of d'bling at Sh'stk. & lng. applied 36 11 36 11

From M'n. to Up. or Spar Dk. Sh'rstrake 36 11 36 11

Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss. 36 11 36 11

Butt Straps to outside plating, breadth & thickness 36 11 36 11

Lengths of Plating 2.317 2.317

Shifts of Plating, and Stringers 2.317 2.317

Gunwale Plate on ends of Awning, Spar, or 40 9 40 9

Upper Deck Beams, breadth and thickness 40 9 40 9

Angle Iron on ditto 5 x 3 1/2 x 7 5 x 3 1/2 x 7

Tie Plates fore and aft, outside Hatchways 11 9 11 9

Diagonal Tie Plates on Beams No. of Pairs 11 9 11 9

Flat of Up., Spar, or Awning Dk. 4 4

How fastened to Beams 8 8

Stringer Plate on ends of Main or Middle Deck 8 8

Beams, breadth and thickness 8 8

Is the Stringer Plate attached to the outside plating? 8 8

Angle Irons on ditto, No. 8 8

Tie Plates, outside Hatchways 8 8

Diagonal Tie Plates on Beams, No. of pairs 8 8

Flat of Middle Deck* do. do. 8 8

How fastened to Beams 8 8

Stringer Plates on ends of Lower Deck, Hold or 29 8 29 8

Orlop Beams 29 8 29 8

Is the Stringer Plate attached to the outside plating? 29 8 29 8

Angle Irons on ditto, No. 29 8 29 8

Stringer or Tie Plates, outside Hatchways 29 8 29 8

Flat of Lower Deck* 29 8 29 8

Ceiling betwixt Decks, thickness and material 2 1/2 2 1/2

" in hold do. do. 2 1/2 2 1/2

Main piece of Rudder, diameter at head 5 5

do. at heel 5 5

Can the Rudder be unshipped afloat? Yes

Bulkheads No. One No. per Rule One

Thickness of 6 1/2 6 1/2

Height up upper deck

How secured to sides of ship Double frames.

Size of Vertical Angle Irons 3 x 3 x 7 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes.*
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? *Yes a few in the butts.*

Masts, Bowsprit, Yards, &c., are *iron & wood* 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 Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *all of Clyde 3/4 quality iron*

Fore-house & bowsprit in one total length 97' 2 inches 7' 2 26x6 22x5 19x4 17x5
Main 80 92' 8 70' 8 21x6 17x5 17x5 13x4
Mizzen 14' 4 22x6 15' 8 15' 8 at cap. + doubled at the top
Bowsprit outside bed

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.												
N ^o .	CABLES, &c.											
Fore Sails,	Chain ... 135	135	1 1/2	57-5-0-0	1 1/2	A.S. Jack	Bower Anchors	6700	28-6-23	27-6-0-0	27-3-0	A.S. Jack
Fore Top Sails,	Iron Stream ... 135	135	1 1/2	57-5-0-0	1 1/2	Checker		6701	27-3-12	27-0-2-0		Checker
Fore Topmast Stay Sails,	or Hempen ... 61	61	1 1/2	15-6-0-0	1 1/2	Mr. Fraser's		6699	23-1-12	23-8-0-0		
Main Sails,	Cable ... 15	15	1 1/2	15-6-0-0	1 1/2	Slingshot						
Main Top Sails,	Towline, Hemp. ... 90	90	10 1/2	90-10-0	10 1/2	Tipson, E.R. Sutt.						
and others	or Steel Wire ... 90	90	9	90-9-0	9							
	Hawser ... 90	90	5 1/2	90-5-0	5 1/2							
	Warp ... 90	90	3 1/2									
	quality <i>good</i>											

Standing and Running Rigging *iron & steel & manilla* sufficient in size and *good* in quality. She has *two* Life Lines Boat and *2* others.

The Windlass is *(iron)* *foot* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *✓* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings. How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Free scuppers & four ports*

each side

Cargo Hatchways. How formed? *Conning plates 26x7/6 riveted to beams & half beams.*

State size Main Hatch *17-2 x 9-10* Forehatch *7-6 x 6-6* Quarterhatch *7-6 x 6-6*

If of extraordinary size, state how framed and secured? *See sketch of double breadth in way of main hatchway*

What arrangement for shifting beams? *Deep web plate & strong fore & after in the main*

Hatches, If strong and efficient? *Yes 3rd solid*

Order for Special Survey No. *1040* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Specially Surveyed 1881- Sept. 26. Oct. 8. 10. 14. 18. 20. 26.*

Date *24th June 1881* 2nd. On the plating during the process of riveting *Nov. 2. 4. 7. 14. 18. 22. 25. 28. Dec. 2. 9. 14. 22. 27. 29.*

Order for Ordinary Survey No. 3rd. When the beams were in and fastened, and before the decks were laid... *1882- Jan. 9. 10. 13. 18. 23. 24. 27. Feb. 1. 7. 9. 17. 24. 27. Mch. 3. 8. 15. 22. 28. 31.*

Date *6/7* 4th. When the ship was complete, and before the plating was finally coated or cemented... *Apr. 5. 11. 17. 24. May 12*

No. *6/7* in builder's yard. 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Workmanship & materials good*

This Vessel has been constructed in accordance with the

accompanying approved sketch of midship section

and in all other respects with the rules.

State if one, two, or three decked vessel, or if open, or running 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 & Paint* Outside *Paint.*

I am of opinion this Vessel should be Classed *100A.1*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, }

Special ... £ 46 : 11 : 0 18 }

Certificate ... *Gratis*

(Travelling Expenses, if any, £ 0 : 8 : 0.)

Committee's Minute *Friday, 19th May, 1882.*

Character assigned *100A.1*

2 Decks