

# IRON SHIP.

18th. MAY, 1882.

8182

No. *8182* Survey held at *Port Glasgow Glasgow* Date, First Survey *21<sup>st</sup> Sept. 81* Last Survey *12<sup>th</sup> May* 1882  
On the *Barque "Kemmure"* (45 visits)

*897.49*  
*62*  
*37.91*  
*21.92*  
*957.94*  
*27.10*  
*930.84*

**ONE, 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 ditto ... .. ✓

Master *John Milne*  
Built at *Port Glasgow*  
When built *1881-82* Launched *3<sup>rd</sup> May*  
By whom built *John Reid & Co*  
Owners *R. P. Fridley*  
Residence *12 Boyle Green*  
Port belonging to *Creoch*  
Destined Voyage *Sydney*  
If Surveyed while Building, Afloat, or in Dry Dock, *While building & afloat*

Feet. Inches. **BREADTH**— Feet. Inches. **DEPTH** top of Floors to Upper Deck Beams ... .. } *20 3* Power of Engines ... .. *4* Horse. **No. of Decks with flat laid** *2* **No. of Tiers of Beams** *2*  
Rule ... .. } *20 3*  
Dimensions of Ship per Register, length *207.2* breadth, *33.25* depth, *19.95*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.		Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
Flat Keel Plates, breadth and thickness ... ..	—	—	—	—	PLATES in Garboard Strakes, br'dth & thickness	34	10	34	10
From Garboard to upper part of Bilges... ..	—	—	9	—	Of d'bling at Bilge, or increased thickness, and length applied	—	—	—	—
From up. prt of Bilge to lr. edge of Sh'rstrake... ..	—	—	9	—	Main Sheerstrake, breadth and thickness... ..	36	11	36	11
Of d'bling at Sh'stk. & Ing. applied	—	—	—	—	From M'n. to Upr. or Spar Dk. Sh'rstrake... ..	—	—	—	—
Up. or Spar Dk Sh'rstrake, brdth & thckn'ss... ..	—	—	—	—	Up. or Spar Dk Sh'rstrake, brdth & thckn'ss... ..	—	—	—	—
Butt Straps to outside plating, breadth & thickness	—	—	—	—	Lengths of Plating	—	—	—	—
Shifts of Plating, and Stringers	—	—	—	—	Gunwale Plate on ends of <i>Awning, Spar, or</i>	40	9	40	9
Upper Deck Beams, breadth and thickness... ..	—	—	—	—	Angle Iron on ditto ... ..	5x3 1/2 x 7	—	5x3 1/2 x 7	—
Tie Plates fore and aft, outside Hatchways	—	—	—	—	Diagonal Tie Plates on Beams No. of Pairs	11	9	11	9
Flat of Up., Spar, or Awning Dk. * <i>Yellow pine</i>	—	—	—	—	How fastened to Beams ... ..	—	—	—	—
Stringer Plate on ends of Main or Middle Deck	—	—	—	—	Beams, breadth and thickness ... ..	—	—	—	—
Is the Stringer Plate attached to the outside plating?	—	—	—	—	Angle Irons on ditto, No. ... ..	—	—	—	—
Diagonal Tie Plates on Beams, No. of pairs	—	—	—	—	Flat of Middle Deck* do. do.	—	—	—	—
How fastened to Beams	—	—	—	—	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... ..	29 1/2	8	29	8
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... ..	—	—	—	—	Is the Stringer Plate attached to the outside plating?	—	—	—	—
Angle Irons on ditto, No. <i>Two</i> ... ..	—	—	—	—	Stringer or Tie Plates, outside Hatchways	—	—	—	—
Stringer or Tie Plates, outside Hatchways	—	—	—	—	Flat of Lower Deck* <i>White pine</i>	3	9	3	9
Flat of Lower Deck* <i>White pine</i>	—	—	—	—	Ceiling betwixt Decks, thickness and material	2 1/2	—	2	—
Ceiling betwixt Decks, thickness and material	—	—	—	—	" in hold do. do. <i>P.P.</i>	2 1/2	—	2 1/2	—
" in hold do. do. <i>P.P.</i>	—	—	—	—	Main piece of Rudder, diameter at head ... ..	5	—	5	—
Main piece of Rudder, diameter at head ... ..	—	—	—	—	do. at heel ... ..	3	—	3	—
do. at heel ... ..	—	—	—	—	Can the Rudder be unshipped afloat? <i>Yes</i>	—	—	—	—
Can the Rudder be unshipped afloat? <i>Yes</i>	—	—	—	—	Bulkheads No. <i>One</i> No. per Rule <i>One</i>	—	—	—	—
Bulkheads No. <i>One</i> No. per Rule <i>One</i>	—	—	—	—	" Thickness of <i>6/16</i>	—	—	—	—
" Thickness of <i>6/16</i>	—	—	—	—	" Height up <i>upper deck</i>	—	—	—	—
" Height up <i>upper deck</i>	—	—	—	—	How secured to sides of ship <i>Double frames</i>	—	—	—	—
How secured to sides of ship <i>Double frames</i>	—	—	—	—	Size of Vertical Angle Irons <i>3x3x7</i> and distance apart <i>30</i> ins.	—	—	—	—
Size of Vertical Angle Irons <i>3x3x7</i> and distance apart <i>30</i> ins.	—	—	—	—	Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>	—	—	—	—
Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>	—	—	—	—	FRAMES extend in one length from <i>Keel</i> to <i>gunwale</i> Riveted through plates with <i>3/4</i> in. Rivets, about <i>6</i> apart.	—	—	—	—
FRAMES extend in one length from <i>Keel</i> to <i>gunwale</i> Riveted through plates with <i>3/4</i> in. Rivets, about <i>6</i> apart.	—	—	—	—	REVERSED ANGLE IRONS on floors and frames extend <i>from</i> middle line to <i>upper</i> & <i>lower</i> stringers and to <i>head</i> & <i>stern</i> alternately	—	—	—	—
REVERSED ANGLE IRONS on floors and frames extend <i>from</i> middle line to <i>upper</i> & <i>lower</i> stringers and to <i>head</i> & <i>stern</i> alternately	—	—	—	—	CONNECTIONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i> And butts properly shifted? <i>Yes</i>	—	—	—	—
CONNECTIONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i> And butts properly shifted? <i>Yes</i>	—	—	—	—	PLATING. Garboard, double riveted to Keel, with rivets <i>1/6</i> in. diameter, averaging <i>5 1/2</i> ins. from centre to centre.	—	—	—	—
PLATING. Garboard, double riveted to Keel, with rivets <i>1/6</i> in. diameter, averaging <i>5 1/2</i> ins. from centre to centre.	—	—	—	—	Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.	—	—	—	—
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.	—	—	—	—	Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre.	—	—	—	—
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre.	—	—	—	—	Butts of <i>three</i> Strakes at Bilge for <i>half</i> length, treble riveted with Butt Straps <i>1/16</i> thicker than the plates they connect.	—	—	—	—
Butts of <i>three</i> Strakes at Bilge for <i>half</i> length, treble riveted with Butt Straps <i>1/16</i> thicker than the plates they connect.	—	—	—	—	Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.	—	—	—	—
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.	—	—	—	—	Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from cr. to cr.	—	—	—	—
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from cr. to cr.	—	—	—	—	Upper Sheerstrake, double or single riveted.	—	—	—	—
Upper Sheerstrake, double or single riveted.	—	—	—	—	Edges of Main Sheerstrake, double or single riveted.	—	—	—	—
Edges of Main Sheerstrake, double or single riveted.	—	—	—	—	Butts of Main Sheerstrake, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <i>half</i> length amidships.	—	—	—	—
Butts of Main Sheerstrake, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <i>half</i> length amidships.	—	—	—	—	Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <i>half</i> length.	—	—	—	—
Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <i>half</i> length.	—	—	—	—	Breadth of laps of plating in double riveting <i>5 1/2</i> Breadth of laps of plating in single riveting	—	—	—	—
Breadth of laps of plating in double riveting <i>5 1/2</i> Breadth of laps of plating in single riveting	—	—	—	—	Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Single &amp; Double</i> No. of Breasthooks, <i>Five</i> Crutches, <i>Three</i>	—	—	—	—
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Single &amp; Double</i> No. of Breasthooks, <i>Five</i> Crutches, <i>Three</i>	—	—	—	—	Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Good</i>	—	—	—	—
Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Good</i>	—	—	—	—	Manufacturer's name or trade mark, <i>Single Stockton &amp; Co. Plates.. Moor</i>	—	—	—	—
Manufacturer's name or trade mark, <i>Single Stockton &amp; Co. Plates.. Moor</i>	—	—	—	—	Is the above a correct description? <i>Yes</i>	—	—	—	—
Is the above a correct description? <i>Yes</i>	—	—	—	—	Surveyor's Signature, <i>John Reid &amp; Co</i>	—	—	—	—
Surveyor's Signature, <i>John Reid &amp; Co</i>	—	—	—	—	Surveyor to Lloyd's Register of British and Foreign Shipping.	—	—	—	—

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

Surveyor's Signature, *John Reid & Co*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

