

STEEL
IRON SHIP.

(Received at London Office, THURS 12 DEC 11

No. 6835 Survey held at *Dumbarton* Date, First Survey *31st Oct 84* Last Survey *11th March 1885*On the *Barque Marion Crosbie*

TONNAGE under Tonnage Deck	271.82	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awaiting Deck.		SEAL, OR Awaiting DECKED VESSEL.
Ditto of Poop, or Raised Quarter Deck.	57.92	Half Breadth (moulded) 16.84
Ditto of Houses on Deck.	23.49	Depth from upper part of Keel to top of Upper Deck Beams 22.12
Ditto of Forecastle		Birth of Half Midship Frame (as per Rule) 34.45
Gross Tonnage	1053.23	1st Number 73.44
Less Crew Space	27.10	1st Number, if 2 Decked Vessel 73.44
Less Engine Room		Length 203.75
Register Tonnage as cut on Beam	1026.13	2nd Number 149.63
		Proportions— Breadths to Length 6.037
		Depths to Length— Upper Deck to Keel 9.21
		Main Deck ditto

Master *Cordiner*
Built at *Dumbarton*
When built *1884-85* Launched *12 Feb 1885*
By whom built *A. M. Millan*
Owners *Messrs Rogers & Co*
Residence *163 West George St Glasgow*
Port belonging to *Glasgow*
Destined Voyage *Valparaiso*
If Surveyed while Building, Afloat, or in Dry Dock.
While Building & afloat.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid on top	Nº. of Tiers of Beams
deck as per Rule	203	9	Moulded...	33	9	top of Floors to Upper Deck Beams	20	2 1/2	Engines	✓	✓	✓
Dimensions of Ship per Register, length,	215.75		breadth,	34		depth,	19.9					
KEEL, depth and thickness	Iron		Inches in Ship	8 x 2 3/8		Inches per Rule	8 x 2 3/8					
STEM, moulding and thickness				7 1/2 x 2 3/8			7 1/2 x 2 3/8					
STERN POST for Rudder do. do.				23 ins			23 ins					
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships				5	3	13	5	3	13			
Do. for 1/2 at each end				3	3	12	3	3	12			
REVERSED FRAMES, Angle Iron				3	3	12	3	3	12			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships				23		15	23		15			
" thickness at the ends of vessel				11 1/2 ins		12	11 1/2 ins		12			
" depth at 1/2 the half-bdth. as per Rule				4 6 ins		4 6 ins	4 6 ins		4 6 ins			
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awaiting Deck				8		13	8		13			
Single or double Angle Iron, Plate or Tee Bulb Iron				3		3	10		3		3	10
Single or double Angle Iron on Upper edge				4 6 ins		4 6 ins	4 6 ins		4 6 ins			
Average space				6 1/2		10	6 1/2		10			
BEAMS, Main, or Middle Deck				6 1/2		10	6 1/2		10			
Single or double Angle Iron, Plate or Tee Bulb Iron				3		2 3/4	8		3		2 3/4	8
Single or double Angle Iron on Upper Edge				4 6 ins		4 6 ins	4 6 ins		4 6 ins			
Average space				6 1/2		3	13		6 1/2		3	13
BEAMS, Lower Deck				6 1/2		3	13		6 1/2		3	13
Single or double Angle Iron, Plate or Tee Bulb Iron				3		3	10		3		3	10
Single or double Angle Iron on Upper Edge				4 6 ins		4 6 ins	4 6 ins		4 6 ins			
Average space				8		13	8		13			
BEAMS, Hold, or Orlop				3		3	10		3		3	10
Single or double Angle Iron, Plate or Tee Bulb Iron				4 6 ins		4 6 ins	4 6 ins		4 6 ins			
Single or double Angle Iron on Upper Edge				15		18	15		18			
Average space				10 3/4		18	10 3/4		18			
KEELSONS Centre line, single or double plate,				5		3 1/2	13		5		3 1/2	13
Iron, or Intercoastal, Plates				5		3 1/2	13		5		3 1/2	13
" Rider Plate				5		3 1/2	13		5		3 1/2	13
" Bulb Plate to Intercoastal Keelson				5		3 1/2	13		5		3 1/2	13
" Angle Iron				5		3 1/2	13		5		3 1/2	13
" Double Angle Iron Side Keelson				5		3 1/2	13		5		3 1/2	13
" Side Intercoastal Plate				5		3 1/2	13		5		3 1/2	13
" do. Angle Irons				5		3 1/2	13		5		3 1/2	13
" Attached to outside plating with angle iron				5		3 1/2	13		5		3 1/2	13
BILGE Angle Irons				5		3 1/2	13		5		3 1/2	13
" do. Bulb Iron				5		3 1/2	13		5		3 1/2	13
" do. Intercoastal plates riveted to plating for length				5		3 1/2	13		5		3 1/2	13
BILGE STRINGER Angle Irons				5		3 1/2	13		5		3 1/2	13
" do. Intercoastal plates riveted to plating for length				5		3 1/2	13		5		3 1/2	13
SIDE STRINGER Angle Irons				5		3 1/2	13		5		3 1/2	13

The FRAMES extend in one length from *Mid Line* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.The REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *Main Deck* and to *upper St.* alternatelyKEELSONS. 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 *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 *1/2* in. diameter, averaging *3 1/2* ins. from centre to centre." Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/2* ins. from centre to centre." Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *3/16* 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* ins. from cr. to cr." Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for *1/2* length amidships." Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length amidships." Breadth of laps of plating in double riveting *4 1/2* to *5 1/2*. Breadth of laps of plating in single riveting *✓*Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes & No*. No. of Breasthooks, *5*. Crutches, *Sub floors*What description of *Iron* is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Dalzell*, *Hallside*Manufacturer's name or trade mark, *Blydesdale*

The above is a correct description.

Builder's Signature, *A. M. Millan* Surveyor's Signature, *J. J. Dodd*

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

6875 Jls
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

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? *A few*

Masts, Bowsprit, Yards, &c., are *Steel* 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, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Have been constructed in accordance with the app^t tracing attached to report on the Barque "Braemar" (Q: 6133 Glasgow Report), and with the instructions contained in the Secy's letter 4th Nov 1884. The steel of which they have been built is "Clydecast", and it was satisfactorily tested, by the Surveyors to this Society at the Manufacturer's Works.

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	35	1 3/4	27 1/2	270	Chester	Bower Anchor	25 1/8	30 2 0	29 0 0 0	30	Chester
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	35	1 3/4	27 1/2	270	by		30 3 8			2 1/2	
Fore Sails,	Iron Stream Chain	2 1/2	4 20 4	4 20 3	150	by		30 6 1/2	28 6 2 0		8 1/2	by
Fore Top Sails,	or Steel Wire ..	7 5	15 1/6	23 7/8	75	Jack		25 3 18	25 11 0 0		9 1/2	A. T.
Fore Topmast Stay Sails,	or Hempen Strm } Cable	2 1/2	4 20 7					5 0 6				
	Towline, Hemp.	7 5	3 1/2	Steel Carb. produced				9 2 17	11 13 3 0		4 3/4	Jack
Main Sails,	or Steel Wire ..	7 5	10 1/2	Manilla	90	3 1/2	10 1/2	4 3 4	7 3 0 0		2 1/2	
	Hawser	90	9		90	9		2 1 9	5 1 2 0			
Main Top Sails,	Warp	90	5 1/2		90	5 1/2		2 2 4				
and	quality	good										

Standing and Running Rigging *Wire Rope* sufficient in size and *9^d* in quality. She has *2* Long Boat and *20* others

The Windlass is *M. Onie's* 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? *4 Scuppers, 4 water ports*

3ft x 2ft and 2 mooring pipes

Cargo Hatchways. How formed? *as usual*

State size Main Hatch *15' 4" x 11ft* Forehatch *7' 8" x 6ft* Quarterhatch *7' 8" x 6ft*

If of extraordinary size, state how framed and secured? *not of extraordinary size*

What arrangement for shifting beams? *One shifting beam and 3 fore rafters*

Hatches, If strong and efficient? *3" Latches.*

Order for Special Survey No. *1946*

Date *26th Sept. 1884*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *261* in builder's yard.

State dates of letters respecting this case *25th Sep: 4th Nov. 1884*

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

Specially Surveyed: - 1884: Oct 31, Nov 7, 11, 14, 18, 21, 25, 28; Dec 2, 5, 12, 16, 19, 24, 30; 1885: Jan 9, 12, 15, 20, 21, 23, 27, 30; Feb 3, 5, 6, 10, 13, 18, 20, 24, 27; Mar 3 & 11.

General Remarks (State quality of workmanship, &c.)

The workmanship is good, and the vessel has been built of steel in accordance with the 2 tracings attached herewith, and with the instructions contained in the secretary's letters above referred to, and otherwise in accordance with the requirements of the Rules. The steel being tested, at the Manufacturer's Works, by the Surveyors to this Society, as required by the Committee in their Circular 436. The fore peak was filled with water and found satisfactory.

Forecastle 21 ft - (open)

Iron House - 32 1/2 ft x 12 1/2 ft

Poop - 31 ft including 3 ft of overhang and side houses.

State if one, two, or three decked vessel, or if spar, 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 *Portland Cement* Outside *Paint*

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

The amount of the Entry Fee£ *4* : - : - is received by me, *✓*

Special£ *50* : *13* : - *24/21* 1885

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £

Committee's Minute

Character assigned

FRIDAY 13 MARCH 1885

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



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