

STEEL IRON SHIP.

(Received at London Office, THURS 12 DEC 11)

No. 6875 Survey held at Dumbarton Date, First Survey 31st Oct 84 Last Survey 11th March 1885

On the Barque Marion Crosbie

TONNAGE under Tonnage Deck <u>971.82</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Master <u>Cordiner</u>
Ditto of Third, Spar, or Awning Deck. <u>57.92</u>	Half Breadth (moulded) <u>16.84</u>	Built at <u>Dumbarton</u>
Ditto of Poop, or Raised Quarter Deck. <u>23.49</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>22.12</u>	When built <u>1884-85</u> Launched <u>12 Feb 1885</u>
Ditto of Houses on Deck. <u>1053.23</u>	Birth of Half Midship Frame (as per Rule) <u>34.45</u>	By whom built <u>A. M. Millan</u>
Ditto of Forecastle <u>27.10</u>	1st Number <u>73.44</u>	Owners <u>Messrs Rogers & Co</u>
Gross Tonnage <u>1026.13</u>	1st Number, if 2 Decked Vessel <u>73.44</u>	Residence <u>163 West George St Glasgow</u>
Less Crew Space <u>27.10</u>	Length <u>203.75</u>	Port belonging to <u>Glasgow</u>
Less Engine Room	2nd Number <u>149.63</u>	Destined Voyage <u>Valparaiso</u>
Register Tonnage as cut on Beam <u>1026.13</u>	Proportions— Breadths to Length <u>6.037</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>While Building & afloat.</u>
	Depths to Length— Upper Deck to Keel <u>9.21</u>	
	Main Deck ditto	

LENGTH	Feet. Inches.		BREADTH— Moulded	Feet. Inches.		DEPTH top of Floors to Upper Deck Beams	Feet. Inches.		Power of Engines	Horse.	No. of Decks with flat laid out plating			
	Deck as per Rule												Inches. In Ship.	Inches. In Ship.
Dimensions of Ship per Register, length,	<u>203.75</u>		breadth,	<u>34</u>		depth,	<u>19.9</u>		<u>Moulded depth 21' 9"</u>		<u>as per Rule</u>			
KEEL , depth and thickness	<u>Iron</u>			<u>8 x 2 3/8</u>			<u>8 x 2 3/8</u>				<u>as per Rule</u>			
STEM , moulding and thickness	<u>7 1/2 x 2 3/8</u>			<u>7 1/2 x 2 3/8</u>			<u>7 1/2 x 2 3/8</u>				<u>as per Rule</u>			
STERN POST for Rudder do. do.	<u>23 ins</u>			<u>23 ins</u>			<u>23 ins</u>				<u>as per Rule</u>			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>32</u>			<u>32</u>			<u>32</u>				<u>as per Rule</u>			
FRAMES , Angle Iron, for 1/2 length amidships	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
Do. for 1/4 at each end	<u>3 3 12</u>			<u>3 3 12</u>			<u>3 3 12</u>				<u>as per Rule</u>			
REVERSED FRAMES , Angle Iron	<u>3 3 12</u>			<u>3 3 12</u>			<u>3 3 12</u>				<u>as per Rule</u>			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>23</u>			<u>23</u>			<u>23</u>				<u>as per Rule</u>			
thickness at the ends of vessel	<u>11 1/2 ins</u>			<u>11 1/2 ins</u>			<u>11 1/2 ins</u>				<u>as per Rule</u>			
depth at 1/2 the half-bdth. as per Rule	<u>4 6 ins</u>			<u>4 6 ins</u>			<u>4 6 ins</u>				<u>as per Rule</u>			
height extended at the Bilges	<u>8</u>			<u>8</u>			<u>8</u>				<u>as per Rule</u>			
BEAMS , Upper, Spar, or Awning Deck	<u>3 3 10</u>			<u>3 3 10</u>			<u>3 3 10</u>				<u>as per Rule</u>			
Single or double Angle Iron on Upper edge	<u>4 6 ins</u>			<u>4 6 ins</u>			<u>4 6 ins</u>				<u>as per Rule</u>			
Average space	<u>4 6 ins</u>			<u>4 6 ins</u>			<u>4 6 ins</u>				<u>as per Rule</u>			
BEAMS , Main, or Middle Deck	<u>3 3 10</u>			<u>3 3 10</u>			<u>3 3 10</u>				<u>as per Rule</u>			
Single or double Angle Iron on Upper edge	<u>4 6 ins</u>			<u>4 6 ins</u>			<u>4 6 ins</u>				<u>as per Rule</u>			
Average space	<u>4 6 ins</u>			<u>4 6 ins</u>			<u>4 6 ins</u>				<u>as per Rule</u>			
BEAMS , Lower Deck	<u>3 3 10</u>			<u>3 3 10</u>			<u>3 3 10</u>				<u>as per Rule</u>			
Single or double Angle Iron on Upper edge	<u>4 6 ins</u>			<u>4 6 ins</u>			<u>4 6 ins</u>				<u>as per Rule</u>			
Average space	<u>4 6 ins</u>			<u>4 6 ins</u>			<u>4 6 ins</u>				<u>as per Rule</u>			
KEELSONS Centre line, single or double plate	<u>15</u>			<u>15</u>			<u>15</u>				<u>as per Rule</u>			
Iron, or Intercoastal, Plates	<u>10 3/4</u>			<u>10 3/4</u>			<u>10 3/4</u>				<u>as per Rule</u>			
Rider Plate	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
Bulb Plate to Intercoastal Keelson	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
Angle Iron	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
Double Angle Iron Side Keelson	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
Side Intercoastal Plate	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
do. Angle Irons	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
Attached to outside plating with angle iron	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
BILGE Angle Irons	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
do. Bulb Iron	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
do. Intercoastal plates riveted to plating for length	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
BILGE STRINGER Angle Irons	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
Intercoastal plates riveted to plating for length	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			
SIDE STRINGER Angle Irons	<u>5 3 13</u>			<u>5 3 13</u>			<u>5 3 13</u>				<u>as per Rule</u>			

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 Stk. alternately

KEELSONS. 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 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/16 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/16 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.

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 Breadth of laps of plating in single riveting 4 1/2

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 Steel 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.

Form No. 1500-2-104 - Transfer Ink.)

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" (No. 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	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.	
								N ^o .	Weight. Ex. Stock.				
	Chain	35	1 3/4	27/25	270	Chester	Bower Anchor	2518	30.2.0	29.0.0.0	30	Chester	
	Fore Sails,	135		55/25	17 3/4	by		2523	30.1.2	28.16.2.0	85 1/2	by	
	Fore Top Sails,	2	4204	4203	75	150	Jack	2517	25.3.18	25.11.0.0	9 1/2	A.S.	
	Fore Topmast Stay Sails,	2	4207	4207	75	76	Jack	2524	9.2.17	11.13.3.0	4 3/4	Jack.	
	Main Sails,	15	10 1/2	Manilla	90	3 1/2	10 1/2	Stream Anchor	2519	4.3.4	7.3.0.0	2 1/2	
	Main Top Sails,	90	9		90	9		Kedge					
	and	90	5 1/2		90	5 1/2		2nd Kedge	2520	2.5.9	5.1.2.0		

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. Onis* 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*

Cargo Hatchways.—How formed? *3ft x 2ft and 2 mooring pipes*

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.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
1046	26 th Sept 1884			261	25 th Sep: 4 th 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. *Special Surveyed: - 1884: Oct 31, Nov 7, 11, 14, 18, 21, 25, 28; Dec 2, 5, 12, 16, 19, 24, 30;*
- 2nd. On the plating during the process of riveting. *1885: Jan 9, 12, 15, 20, 21, 23, 27, 30;*
- 3rd. When the beams were in and fastened, and before the decks were laid.... *Feb 3, 5, 6, 10, 13, 18, 20, 24, 27;*
- 4th. When the ship was complete, and before the plating was finally coated or cemented.. *Mar 3 & 11.*
- 5th. After the ship was launched and equipped.

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, *J. Dodd*

Special£ *50* : *13* : - *24/21* 1885

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

(Travelling Expenses, if any, £.....)

Committee's Minute *FRIDAY 13 MARCH 1885* 18

Character assigned *100 A.1. Steel*

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

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