

# STEEL SHIP

MONDAY, 3 MAY 1886

(Received at London Office)

No. 4135 Survey held at Dumbarton Date, First Survey 22<sup>nd</sup> Decr 1885 Last Survey 29<sup>th</sup> April 1886  
On the Ship "Marion Englio" 3 masts

TONNAGE under Tonnage Deck 1476.44

Ditto of Third, Spar, or Awning Deck 84.04

Ditto of Poop, or Raised Quarter Deck 26.07

Ditto of Houses on Deck 1586.55

Ditto of Forecastle 38.11

Gross Tonnage 1548.44

Less Crew Space 1548.44

Less Engine Room 1548.44

Register Tonnage as out on Beam 1548.44

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 18.95

Depth from upper part of Keel to top of Upper Deck Beams 24.91

Girth of Half Midship Frame (as per Rule) 39.8

1st Number 83.66

2nd Number 197.01

Proportions— Breadths to Length 6.21

Depths to Length— Upper Deck to Keel 9.45

Main Deck ditto 9.45

Master Wm Cordiner

Built at Dumbarton

When built 1885-86 Launched 7<sup>th</sup> Apr 1886

By whom built A. McMillan & Co

Owners 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 on deck as per Rule 135.6 BREADTH Moulded 37.11 DEPTH top of Floors to Upper Deck Beams 22.7 Do. do. Main Deck Beams 22.7 Power of Engines 22 N° of Decks with flat laid 2 N° of Tiers of Beams 20

Dimensions of Ship per Register, length, 260 breadth, 38.15 depth, 22.7 Moulded depth 24.5

KEEL, depth and thickness 9 1/2 x 2 1/2 Inches in Ship. Inches per Rule.

STEM, moulding and thickness 9 x 2 1/2 Inches in Ship. Inches per Rule.

STERN-POST for Rudder do. do. 9 x 2 1/2 Inches in Ship. Inches per Rule.

" " for Propeller 9 x 2 1/2 Inches in Ship. Inches per Rule.

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 ins

FRAMES, Angle Iron, for 1/2 length amidships 5 3/2 x 8 Inches in Ship. Inches per Rule.

Do. for 1/4 at each end 3 1/2 x 8 Inches in Ship. Inches per Rule.

REVERSED FRAMES, Angle Iron 3 1/2 x 8 Inches in Ship. Inches per Rule.

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 2 1/2 x 10 Inches in Ship. Inches per Rule.

" thickness at the ends of vessel 8 Inches in Ship. Inches per Rule.

" depth at 1/2 the half-bdth. as per Rule 12 1/2 Inches in Ship. Inches per Rule.

" height extended at the Bilges 49 Inches in Ship. Inches per Rule.

BEAMS, Upper, Spar, or Awning Deck 9 x 9 Inches in Ship. Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 3 Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper edge 3 1/2 x 3 Inches in Ship. Inches per Rule.

Average space 48 ins

BEAMS, Main, or Middle Deck 9 x 9 Inches in Ship. Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 3 Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper edge 3 1/2 x 3 Inches in Ship. Inches per Rule.

Average space 48 ins

BEAMS, Lower Deck 9 x 9 Inches in Ship. Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 3 Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper edge 3 1/2 x 3 Inches in Ship. Inches per Rule.

Average space 48 ins

KEELSONS Centre line, single or double plate, 18 x 13 Inches in Ship. Inches per Rule.

" Rider Plate 12 x 13 Inches in Ship. Inches per Rule.

" Bulb Plate to Intercoastal Keelson 18 x 8 Inches in Ship. Inches per Rule.

" Angle Irons 5 1/2 x 4 Inches in Ship. Inches per Rule.

" Double Angle Iron Side Keelson 5 1/2 x 4 Inches in Ship. Inches per Rule.

" Side Intercoastal Plate 8 Inches in Ship. Inches per Rule.

" do. Angle Irons 5 1/2 x 4 Inches in Ship. Inches per Rule.

" Attached to outside plating with angle iron 3 x 3 Inches in Ship. Inches per Rule.

BILGE Angle Irons 5 1/2 x 4 Inches in Ship. Inches per Rule.

" do. Bulb Iron 5 1/2 x 4 Inches in Ship. Inches per Rule.

" do. Intercoastal plates riveted to plating for 9 length

BILGE STRINGER Angle Irons 5 1/2 x 4 Inches in Ship. Inches per Rule.

" Bulb Intercoastal plates riveted to plating for 9 whole length

SIDE STRINGER Angle Irons 5 1/2 x 4 Inches in Ship. Inches per Rule.

" Bulb whole length 5 1/2 x 4 Inches in Ship. Inches per Rule.

The FRAMES extend in one length from middle line to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck

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 1/2 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 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 3/20 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 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 length amidships.

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

" Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 6 Crutches, 4

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

Manufacturer's name or trade mark, D. Colville & Co

The above is a correct description

Builder's Signature, A. McMillan & Co Surveyor's Signature, C. J. Dodd

Surveyor to Lloyd's Register of British and Foreign Shipping

ROBERT EDWARD TAYLOR & CO Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C. 1, London.

GLS 152-0019



7/4/88  
**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 *Are built in accordance with approved tracing attached herewith and with instructions contained in the Secy's letter 14<sup>th</sup> Mar. 86, and in accordance with the requirements of the Rules. Steel used "Dalzell".*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	Wt. req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.		134 1/2	1 7/8	88.5	270	Glasgow	Bower Anchors	398	33.3.62	31.10.2.0	34	Glasgow
Chain		135 1/2	1 7/8	63.25	7 1/4	Edinburgh	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	397	32.3.13	30.5.3.4	total	Edinburgh
Fore Sails,		128	10	809		Edinburgh		399	30.1.10	28.8.0.4	97	Edinburgh
Fore Top Sails,		75 1/2	1	27.18	75.1	Edinburgh		400	10.3.4	12.13.0.4	10 3/4	Edinburgh
Fore Topmast Stay Sails,		75	3 1/2	Steel	90.3 1/2	Edinburgh		401	8.3.3	8.0.1.4	5 1/2	Edinburgh
Main Sails,		15	11	Manilla	90.10	Edinburgh		402	2.3.2	8.5.0.0	2 1/2	Edinburgh
Main Top Sails,		90	11		90.6	Edinburgh						
and spare		90	11		90.6	Edinburgh						
Standing and Running Rigging												
The Windlass is												
Engine Room Skylights.												
What arrangements for deadlights in bad weather?												
Coal Bunker Openings.												
Scuppers, &c.												
Cargo Hatchways.												
State size Main Hatch												
If of extraordinary size, state how framed and secured?												
What arrangement for shifting beams?												
Hatches, If strong and efficient?												

Standing and Running Rigging *Wire Ropes* sufficient in size and *gt* in quality. She has *two* Long Boats and *two* others.  
The Windlass is *Barnes & Walker* Capstans *good* and Rudder *good* Pumps *good* - 2. Mills Patent  
Engine Room Skylights. How constructed? *How secured in ordinary weather?*  
What arrangements for deadlights in bad weather? *How are lids secured?* Height above deck? *5' Ports, 4 scuppers, and 2 mousing pipes*  
Coal Bunker Openings. How constructed? *As usual*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *5' Ports, 4 scuppers, and 2 mousing pipes*  
Cargo Hatchways. How formed? *As usual*  
State size Main Hatch *15' 9" x 12ft* Forehatch *7' 10" x 8ft* Quarterhatch *7' 11" x 8ft*  
If of extraordinary size, state how framed and secured? *not of extraordinary size*  
What arrangement for shifting beams? *One web in main hatch & 3 fore & afters*  
Hatches, If strong and efficient? *3" Pine*

Order for Special Survey No. *2059* Date *11<sup>th</sup> Decem<sup>r</sup> 1886*  
Order for Ordinary Survey No. *1* Date *11<sup>th</sup> Decem<sup>r</sup> 1886*  
No. *271* in builder's yard.  
State dates of letters respecting this case *10<sup>th</sup> Dec<sup>r</sup> 1885; 18<sup>th</sup> Feb<sup>r</sup> and 4<sup>th</sup> Mar 1886.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been constructed in accordance with the app<sup>d</sup> tracings attached herewith, and with the instructions contained in the Secy's letters above referred to, and otherwise in accordance with the requirements of the Rules. The steel was tested at the Manufacturers Works by the Surveyors to this Society, as required by the Committee. The fore peak was filled with water and found satisfactory.*

Poop: *30* ft. *3 1/2* ft. overhang sidehouses. Forecastle: *24* ft.  
Iron House *39' 9" x 16' 7"*  
State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridges, forecabin, 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. £ *43* is received by me, *30/4/1886*  
Special £ *63* 14/-  
(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ ...)  
Committee's Minute *TUESDAY 4 MAY 1888*  
Character assigned *100 A.1. Steel*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that this vessel appears to be a *100 A.1. Steel* as recommended by the Committee.  
Lloyd's Register Foundation