

STEEL SHIP

MONDAY, 3 MAY 1886

No. 4135 Survey held at Dumbarton Date, First Survey 22nd Dec 1885 Last Survey 29th April 1886
On the Ship "Marion Inglis" 3 masts

TONNAGE under Tonnage Deck 1476.44
Ditto of Third, Spar, or Awaiting Deck
Ditto of Poop, or Raised Quarter Deck 84.04
Ditto of Houses on Deck 26.07
Ditto of Forecastle
Gross Tonnage 1586.55
Less Crew Space 38.11
Less Engine Room
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
Length 235.5
Proportions— Breadths to Length 6.21
Depths to Length— Upper Deck to Keel 9.45
Main Deck ditto

Master Wm Cordiner
Built at Dumbarton
When built 1885-86 Launched 7th Ap. 86
By whom built A. McMillan & Son
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

Official Number

LENGTH on deck as per Rule 235 Breadth Moulded 37 DEPTH top of Floors to Upper Deck Beams 22 Power of Engines 20 N^o. of Decks with flat laid 2 N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length, 260 breadth, 38.15 depth, 22.7 Moulded depth 24.5 1/2

	Inches in Ship	Inches per Rule						
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
STERN-POST for Rudder do.	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
" " for Propeller	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 ins	24 ins						
FRAMES, Angle Iron, for 1/2 length amidships	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2
Do. for 1/4 at each end	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
" thickness at the ends of vessel	8	8	8	8	8	8	8	8
" depth at 3/4 the half-bdth. as per Rule	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
" height extended at the Bilges	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BEAMS, Upper, Spar, or Awaiting Deck	9	9	9	9	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Single or double Angle Iron on Upper edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48 ins	48 ins						
BEAMS, Main, or Middle Deck	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Single, or double Angle Iron, on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48 ins	48 ins						
BEAMS, Lower Deck	9	9	9	9	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48 ins	48 ins						
BEAMS, Hold, or Orlop	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48 ins	48 ins						
KEELSONS Centre line, single or double plate	18	18	18	18	18	18	18	18
" Rider Plate	12	12	12	12	12	12	12	12
" Bulb Plate to Intercostal Keelson	18	18	18	18	18	18	18	18
" Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" Double Angle Iron Side Keelson	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" Side Intercostal Plate	8	8	8	8	8	8	8	8
" do. Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" Attached to outside plating with angle iron	3	3	3	3	3	3	3	3
BILGE Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" do. Bulb Iron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" do. Intercostal plates riveted to plating for length	9	9	9	9	9	9	9	9
BILGE STRINGER Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Bulb Intercostal plates riveted to plating for whole length	9	9	9	9	9	9	9	9
SIDE STRINGER Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Bulb whole length	9	9	9	9	9	9	9	9

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

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" 2019

Manufacturer's name or trade mark, D. Colville & Co
Builder's Signature, A. McMillan & Son Surveyor's Signature, C. J. Dodd

The above is a correct description
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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 14th Mar. 86, and in accordance with the requirements of the Rules. Steel used "Dalzell".

No.	SAILS.	CABLES, &c.	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.
	Fore Sails,	134 1/2	1 7/8	88.5	27.0	Glasgow	Bower Anchors	398	33.3.22	31.10.2.0	34	Glasgow	
	Fore Top Sails,	135 1/2	1 7/8	63.25	17.14	Edinburgh		397	32.3.13	30.15.3.4	total		
	Fore Topmast Stay Sails,	102	1 1/2	85.9	75.1	Edinburgh		399	30.1.10	28.8.0.4	97	Edinburgh	
	Main Sails,	75 1/2	1"	27.18	90.3 1/2	E. R.		400	19.3.4	12.13.0.4	10 3/4	Edinburgh	
	Main Top Sails, and spare	75	3 1/2"	Steel	90.10	Edinburgh	Stream Anchor	401	6.3.3	8.0.1.4	5 1/2		
		15	11"	Manilla	90.10		Kedge	402	2.3.2	8.5.0.0	2 1/2		
		90	11"	Manilla	90.6		2nd Kedge						

Standing and Running Rigging Wire Ropes sufficient in size and gd in quality. She has two Long Boats and two others
 The Windlass is Burrows & Walker's 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? —
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? 5 Ports, 4 scuppers, and 2 mooring 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 11th Decem^r 1886
 Order for Ordinary Survey No. 1 Date 11th Decem^r 1886
 No. 271 in builder's yard.
 State dates of letters respecting this case 10th Dec^r 1885, 18th Feb^r and 4th Mar 1886.

General Remarks (State quality of workmanship, &c.) The workmanship is good, and the vessel has been constructed in accordance with the app^d 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 x 23 ft + 3 1/2 ft overhang sidehouses. Forecastle: 24 ft
 Iron keel 39' 9" x 16' 7"

State if one, two, or three decked vessel, or if spar, or coving decked; and the lengths of poop, bridges, forecastle, 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 A1 "steel"
 The amount of the Entry Fee. £ 44 is received by me, 30/4/1886
 Special £ 63 14: -
 Certificate ...
 Committee's Minute TUESDAY 4 MAY 1886
 Character assigned 100 A1 Steel
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 It is submitted that this vessel appears to be in accordance with the Rules of Lloyd's Register of British and Foreign Shipping.
 Lloyd's Register Foundation