

IRON SHIPS.

Recd 17/1/72

6258 Survey held at Port Glasgow Date, First Survey 5th March Last Survey 28th Oct. 1872

the Iron Screw Steamer "Marquise" Master Simmes

Keel under Awning Deck } 389.29	ONE, OR TWO DECKED, SPAR, OR AWNING- DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Port Glasgow</u>
of Third Spar, Awning Deck. } 50.97	Half moulded breadth 12.5	Half Moulded Breadth....	When built <u>1872</u> Launched <u>21st Sept 1872</u>
of Poop, } 12.75	Depth from upper part of Keel to top of Upper } 15.3	Total Depth if three or more Decks	By whom built <u>Henry Murray & Co</u>
of Houses } 16.58	Deck Beams	Total Girth of Half Mid- ship Frame	Owners <u>Marquis Freres & Co</u>
of Forecastle } 469.59	Girth of Half Midship } 24.1	3rd Number	Port belonging to <u>London</u>
Net Tonnage	Frame (as per Rule) } 24.1	Length	Destined Voyage <u>Glyde to</u>
new Space, as per Rule } 150.23	1st Number 51.9	4th Number	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, cut on Beam.. } 319.36	Length 178.9	Breadths to Length	
Engine Room	2nd Number.... 9284.91		
Register Tonnage, as a Steamer, cut on Beam }	Depths to Length. <u>over 11</u>		

Length on deck as per Rule, 178.9	Feet. Inches. Moulded Breadth, 25	Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule	Feet. Inches. 14.2	Power of Engines, 70	Horse.	No. of Decks with flat laid <u>one</u>	No. of Tiers of Beams <u>one</u>
--------------------------------------	-----------------------------------	---	--------------------	----------------------	--------	--	----------------------------------

Dimensions of Ship per Register, length, 180 breadth, 25 depth, 14.

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	7 1/2 x 2 1/2	7 1/2 x 2 1/2						
Do. if centre through plate, depth and thickness								
Stem, if bar iron, moulding and thickness	6 3/4 x 2 1/2	6 3/4 x 2 1/2						
Stern-post for Rudder do. do.	7 3/4 x 3 3/4	6 3/4 x 4 1/2						
Stern-post for Propeller	7 3/4 x 3 3/4	6 3/4 x 4 1/2						
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	(Class 90A)						
Frames, size of Angle Iron, for 1/2 length amidships	3 2 1/2 4 4	3 2 1/2 4 4						
Do. for 1/4 at each end	3 2 1/2 4 4	3 2 1/2 4 4						
Reversed Frames, size of Angle Iron	2 1/2 2 1/2 4 4	2 1/2 2 1/2 4 4						
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	14 7/8 14 7/8	14 7/8 14 7/8						
Do. at the ends	14 7/8 14 7/8	14 7/8 14 7/8						
Do. do. do. at Bilge Keelson	28 inches	28						
Do. height extended at the Bilges								
Beams, Upper, Spar, or Awning Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	6 6 6 6	6 6 6 6						
Single or double Angle Iron on Upper edge	2 1/2 2 1/2 4 4	2 1/2 2 1/2 4 4						
Average space	44 inches	44 inches						
Beams, Main or Middle Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	24 24 24 24	24 24 24 24						
Single or double Angle Iron, on Upper Edge ..	2 1/2 2 1/2 4 4	2 1/2 2 1/2 4 4						
Average space	44 inches	44 inches						
Beams, Lower Deck, Hold or Orlop (No.) single or double Ang. Iron, Plate or Tee Bulb Iron	24 24 24 24	24 24 24 24						
Single or double Angle Iron on Upper Edge....	2 1/2 2 1/2 4 4	2 1/2 2 1/2 4 4						
Average space	44 inches	44 inches						
Keelson Centre line, single or double plate, or Intercoastal, size of Plates	18 18 18 18	18 18 18 18						
Do. Bulb Plate to Intercoastal Keelson	6 6 6 6	6 6 6 6						
Do. Size of Angle Irons	4 3 4 3	4 3 4 3						
Do. Side Intercoastal Keelson, size of Plates..	4 3 4 3	4 3 4 3						
Do. Angle Irons on tops of Floors	6 6 6 6	6 6 6 6						
Do. Bilge Keelson, Bulb Iron	6 6 6 6	6 6 6 6						
Do. do. Intercoastal plates riveted to plating for length	4 3 4 3	4 3 4 3						
Do. do. Angle Irons	4 3 4 3	4 3 4 3						
Side Stringers (No.) size of Angle Irons	4 3 4 3	4 3 4 3						
Do. Intercoastal plates riveted to plating for length.	4 3 4 3	4 3 4 3						

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron Hawse Timbers Iron

Windlass Iron Patent Pall Bitt Iron

The Frames extend in one length from Keel to Gunwale Riveted through plates with (3/4 in.) Rivets, about 6 1/2 apart.

The Reverse Angle Irons on the floors and frames extend across the middle line to upper part of bilge and to Gunwale alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (1 1/2 in.) diameter, averaging (5 1/2 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (3/8 x 7/8) thick, double or single Riveted; with Rivets (1/2 in.) diameter averaging (3 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. of one Strakes at Bilge for half length, treble riveted with Butt Straps 1/8 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1/8) thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge Double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1/8) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre. Butt straps to main sheerstrake 1/8 thicker than the plate

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for whole length amidships. Breadth of laps of plating in double Riveting (1/2) Breadth of laps of plating in single Riveting (2 3/4)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double riveted

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Glasgow Iron (Mott)

Manufacturer's name or trade mark, Clifton Foundry, Messend Foundry & Glasgow Iron Co

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, H Murray & Co Surveyor's Signature, H B Mott

180N452-0307

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
 Do the fillings between the ribs and plates fill in solid with single pieces? Yes or are they in short lengths of various thicknesses? No
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet hole well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
 Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the 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

Fore mast 59 feet 2 inches long by 15 inches diameter Pitch Pine.
Main mast 59 feet 6 inches long by 14 inches diameter Pitch Pine.

10691 Iron

No.	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
	<u>10213</u>											
	<u>SAILS.</u>											
	<u>CABLES, &c.</u>											
	<u>Chain</u>											
	<u>Fore Sails,</u>	<u>105</u>	<u>1 3/8</u>	<u>25.7.0.0</u>	<u>1 3/8</u>	<u>25 3/8 tons</u>	<u>6.8. &c. 14/1/72</u>	<u>5495</u>	<u>13.0.21</u>	<u>14.19.1.14</u>	<u>12.0.0</u>	<u>13 1/2 tons</u>
	<u>Fore Top Sails,</u>	<u>105</u>	<u>1 1/8</u>	<u>25.7.0.0</u>			<u>10.10. 11/1/72</u>	<u>5496</u>	<u>12.1.20</u>	<u>14.6.1.0</u>	<u>12.0.0</u>	<u>13 1/2 "</u>
	<u>Fore Topmast Stay Sails</u>	<u>90</u>	<u>1 3/8</u>	<u>11.18.0.0</u>	<u>1 3/8</u>		<u>7.8. 14/8/72</u>	<u>5497</u>	<u>10.1.14</u>	<u>12.6.2.7</u>	<u>10.0.23</u>	<u>12 1/2 "</u>
	<u>Main Sails,</u>	<u>90</u>	<u>7 1/2</u>				<u>Stream 20/8/72</u>	<u>6674</u>	<u>5.0.8</u>	<u>6.8.3.0</u>	<u>5.0.0</u>	
	<u>Main Top Sails,</u>	<u>90</u>	<u>5 1/2</u>				<u>Kedges 20/8/72</u>	<u>6512</u>	<u>2.2.23</u>	<u>4.13.0.0</u>	<u>2.2.0</u>	<u>1.4.0</u>
	<u>and spoke sails</u>											

Her Standing and Running Rigging Kemp sufficient in size and Good in quality. She has One Self Long Boat and Two others
 The present state of the Windlass is Harfield's patent Capstan is hand and Rudder Good Pumps Three lead with Copper Chambers
 Engine Room Skylights.—How constructed? Iron & Wood 4 feet 6 inches above deck How secured in ordinary weather? Tar-paulings
 What arrangements are there for deadlights in such for bad weather? Bull's eye dead lights
 Coal Bunker Openings.—How constructed? Cast Iron How are lids secured? By bars How high above deck? Flush
 Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Three Ports on each side

Cargo Hatchways.—How formed? Iron State size 7 feet 4 inches x 6 feet fore hatch
 If of extraordinary size, state how framed and secured? No
 What arrangement for shifting beams? One
 Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 16 feet 6 inches by 8 feet

Order for Special Survey No. 601 DATES of
 Date 2nd March 1871 Surveys held
 Order for Ordinary Survey No. _____ while building
 Date _____ as per
 No. 53 in builder's yard. Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought Specially surveyed
 2nd. On the plating during the progress of riveting while building from
 3rd. When the beams were in and fastened, and before the decks were laid March to Oct 1870
 4th. When the ship was complete, and before the plating was finally coated or cemented in all 48 visits
 5th. After the ship was launched and equipped

General Remarks, This vessel has been built under Special Survey as per Order No. 601. Is Schooner rigged, has full poop and fore-castle with a bridge house over Engine Room.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of 43 feet poop, 30 feet fore-castle or raised quarter deck, 15 feet or of double or part double bottom.
 In what manner are the surfaces preserved from oxidation? Inside Portland Cement to upper part of bilges Outside Two coats of red lead
3 coats of red lead above + 1/2 black paint on topsides

I am of opinion this Vessel should be Classed 90 A1
 The amount of the Entry Fee£ 5 : " : " is received by me,
Nov 2nd 1871 Special£ 23 : 10 : "
 X Certificate " : " : "
 (Travelling Expenses) (if any) £ _____
 Committee's Minute 5th Nov. 1872
 Character assigned 90 A1
As per M.C. J.B.W.

x 10 N. Colman, 56 Fove Street, London E.C.

