

# IRON SHIPS.

Recd 17/1/72

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

the Iron Screw Steamer "Marquerite" Master Simmes

Under Deck	389.29	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	Half Moulded Breadth....	Built at <u>Port Glasgow</u>
Third Spar, Awning Deck.			Total Depth if three or more Decks .....	When built <u>1872</u> Launched <u>21<sup>st</sup> Sept 1872</u>
of Poop, raised or not	50.97	Half moulded breadth .... 12.5	Total Girth of Half Mid-ship Frame .....	By whom built <u>Henry Murray &amp; Co</u>
of Houses Deck....	12.75	Depth from upper part of Keel to top of Upper Deck Beams .....	3rd Number .....	Owners <u>Marquis Fraser &amp; Co</u>
of Forecastle	16.58	Girth of Half Midship Frame (as per Rule) .. 24.1	Length .....	Port belonging to <u>London</u>
ss Tonnage	469.59	1st Number .....	4th Number ....	Destined Voyage <u>Glyde to</u>
ew Space, as per Rule		Length .....	Breadths to Length .....	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as per Rule	150.23	2nd Number....		
Register Tonnage, as a Steamer, out on Beam	319.36	Depths to Length. over 11		

Length on deck Feet. Inches. 178.9 Moulded Breadth, 25 Feet. Inches. 14.2 Depths from top of Floors to Upper and Main Deck Beams, as per Rule .....

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.
Keel, if bar iron, depth and thickness .....	7 1/2 x 2 1/2	7 1/2 x 2 1/2	Flat Keel Plates, breadth and thickness .....		
Do. if centre through plate, depth and thickness .....			Plates in Garboard Strakes, breadth and thickness .....	30	30
Stem, if bar iron, moulding and thickness .....	6 3/4 x 2 1/2	6 3/4 x 2 1/2	Do. from Garboard to upper part of Bilges .....	7 1/2	7 1/2
Stern-post for Rudder do. ....	7 3/4 x 3 3/4	6 3/4 x 4 1/2	Do. of doubling at Bilge, or increased thick-ness, and length applied .....	8 1/2	8 1/2
Stern-post for Propeller .....	7 3/4 x 3 3/4	6 3/4 x 4 1/2	Do. fm up. part of Bilge to lr. edge of Sh'rstrake .....	4 1/2	4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft .....	22	(Class 90A)	Do. Main Sheerstrake, breadth and thickness .....	30	30
Frames, size of Angle Iron, for 2/3 length amidships .....	3 1/2 x 2 1/2	3 1/2 x 2 1/2	Do. of d'bling at Sh'rstrake, & length applied .....		
Do. for 1/3 at each end .....	3 1/2 x 2 1/2	3 1/2 x 2 1/2	Do. from Mn. to Up. or Spar Dk. Sh'rstrake .....		
Reversed Frames, size of Angle Iron .....	2 1/2 x 2 1/2	2 1/2 x 2 1/2	Do. Up. or Spar Dk Sh'rstrake, brdth & thickns .....		
Floors, depth and thickness of Floor Plate at mid line for half the length amidships .....	14	14	Butt Straps to outside plating, breadth & thickness .....	8 1/2 x 3 1/2	8 1/2 x 3 1/2
Do. at the ends .....	14	14	Lengths of Plating .....	5 spaces	5 spaces
Do. do. do. at Bilge Keelson .....	28 inches	28	Shifts of Plating, and Stringers .....	2 spaces	2 spaces
Do. height extended at the Bilges .....			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness .....		
Beams, Upper, Spar, or Awning Deck (No. ) single or double Angle Iron, Plate or Tee Bulb Iron .....	6	6	Angle Iron on ditto .....		
Single or double Angle Iron on Upper edge .....	2 1/2 x 2 1/2	2 1/2 x 2 1/2	Tie Plates (fore and aft), outside Hatchways .....		
Average space .....	44 inches	44 inches	Diagonal Tie Plates on Beams (No. of Pairs, ) .....		
Beams, Main or Middle Deck (No. ) single or double Angle Iron, Plate or Tee Bulb Iron .....	24	24	Planksheer material and scantling .....		
Single or double Angle Iron, on Upper Edge .....	2 1/2 x 2 1/2	2 1/2 x 2 1/2	Waterways do. do. ....		
Average space .....	44 inches	44 inches	Flat of Upper Deck do. do. ....		
Beams, Lower Deck, Hold or Orlop (No. ) single or double Ang. Iron, Plate or Tee Bulb Iron .....	24	24	How fastened to Beams .....		
Single or double Angle Iron on Upper Edge .....	2 1/2 x 2 1/2	2 1/2 x 2 1/2	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness .....	37	37
Average space .....	44 inches	44 inches	(Is the Stringer Plate attached to the outside plating?) .....	Yes	Yes
Keelson Centre line, single or double plate, .....	18	18	Angle Irons on ditto (No. ) .....	4 x 3 x 46	4 x 3 x 46
Do. Bulb Plate to Intercoastal Keelson .....	6	6	Tie Plates, outside Hatchways .....	8 1/2	8 1/2
Do. Size of Angle Irons .....	4	4	Diagonal Tie Plates on Beams (No. of pairs, ) .....	8 1/2	8 1/2
Do. Side Intercoastal Keelson, size of Plates .....	4	4	Waterways materials and scantlings .....		
Do. Angle Irons on tops of Floors .....	6	6	Flat of Middle Deck do. do. ....	3 1/2	3 1/2
Do. Bilge Keelson, Bulb Iron .....	6	6	How fastened to Beams .....		
Do. do. Intercoastal plates riveted to plating for length .....	4	4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams .....	24	24
Do. do. Angle Irons .....	4	4	(Is the Stringer Plate attached to the outside plating?) .....	Yes	Yes
Side Stringers (No. ) size of Angle Irons .....	4	4	Angle Irons on ditto (No. ) .....	3 1/2 x 3 1/2 x 46	3 1/2 x 3 1/2 x 46
Do. Intercoastal plates riveted to plating for length .....	4	4	Stringer or Tie Plates, outside Hatchways .....	2 1/2	2 1/2

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 Runways 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 Runways 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 ( 3/4 in.) thick, double or single Riveted; with Rivets ( 3/4 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 1/4 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( double ) 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 ( 4 ) 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 1/4 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 ( 4 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 Iron Co., Mossend Iron Co. & 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. Vell

IRON 452-0307



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 holes 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

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.

106919 from

Number for equipment		Pathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	8538. <i>14/9/72</i>	105 Stud	1 3/8	25.7.0.0	} 1 3/8 25 7/8 tons	<i>Ed. &amp; Co.</i>	5495	13.0.21	14.19.1.14	12.0.0	13 1/2 tons
	CABLES &c.	8532. <i>14/9/72</i>	105 "	1 1/8	25.7.0.0		<i>Bowers</i>	5496	12.1.20	14.6.1.0	12.0.0	13 3/4 "
	Chain	(State Machine where Tested, and name of Superintendent).					<i>100</i>	5497	10.1.14	12.6.2.7	10.0.23	12 1/2 "
(one)	Fore Sails,	<i>Claydon's Northton Proving House, near Dudley</i>										
	Fore Top Sails,	<i>W.H. Keade, Superintendent</i>										
of	Fore Topmast	<i>Hempson Stream</i>	90 Stud	3/8	11.18.0.0	1 3/8						
Sails	Stay Sails	Chain Cable					Stream	20/9/72 22 1/2	6674	5.0.8	6.8.3.0	5.0.0
	Main Sails,	Hawser	90	7 1/2								
	Main Top Sails,	Towlines	90	5 1/2								
and	Shrove sails	Warp										
		All of good quality.					Kedges	20/9/72 6512	2.2.23	4.13.0.0	2.2.0	1 1/2 "

Her Standing and Running Rigging Kemp sufficient in size and Good in quality. She has One Life Long Boat and Two others

The present state of the ~~Windlass~~ is Harfield's patent Capstan is Good 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? Tarpaulings

What arrangements are there for deadlights in such for bad weather? Bull's eye dead lights

Coal Bunker Openings.—How constructed? Cast Iron rim & lids 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? *Hon Comings* State size *7 feet 4 inches x 8 feet fore hatch*  
If of extraordinary size, state how framed and secured? *No* *11 feet by 8 feet after hatch*

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 16 feet benches by 8 feet

Order for Special Survey No. <u>601</u>	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought	} <i>Specially surveyed while building from March to Oct. 1872 in all 48 visits</i>
Date <u>2<sup>d</sup> March 1871</u>	Surveys held	2nd. On the plating during the progress of riveting	
Order for Ordinary Survey No. _____	while building	3rd. When the beams were in and fastened, and before the decks were laid	
Date _____	as per	4th. When the ship was complete, and before the plating was finally coated or cemented	
No. <u>53</u>	in builder's yard.	5th. After the ship was launched and equipped	
Section 18.			

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

~~State if one, two or three decked vessel, or if spar or awning decked, and lengths of~~ <sup>43 feet</sup> <sup>30 feet</sup> <sup>Keelson 15 feet</sup> ~~poop, forecastle or raised quarter deck, 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 lead  
3 coats of lead above } No 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 2 1911* Special ..... £ *23* : *10* : *0*  
 X Certificate ..... " : " : "

(Travelling Expenses)  
(if any) £ \_\_\_\_\_

Committee's Minute 5<sup>th</sup> Novr. 1842

Character assigned 90

Arct  
M.

H. J. W. & Co.  
This vessel appears to  
be eligible for the  
class recommended  
by 90A1.  
Lloyd's Register  
Foundation  
4/1/72