

IRON SHIP. 1697

4038 Survey held at *Port Glasgow* Date, First Survey *29th Dec 1846* Last Survey *16 August 1846*

the Ship *"Marlborough"*

Master *Anderson*

Built at *Port Glasgow*

When built *1846* Launched *24 June 46*

By whom built *Robt. Dickson & Co*

Owners *James Gallirath*

Port belonging to *Glasgow*

Destined Voyage

☒ Surveyed while Building, ☐ Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck	1040.28	ONE, OR TWO DECKED, THREE DECKED VESSEL.
of Third, Spar, or Awning Deck.		SPAR, OR AWNING DECKED VESSEL.
of Poop, or Raised Quarter Deck.	48.91	HALF BREADTH (moulded) 14.39
Ditto of Houses on Deck	244.0	DEPTH from upper part of Keel to top of Upper Deck Beam .. 23.16
Ditto of Forecastle	44.20	GIRTH of Half Midship Frame (as per Rule) .. 34.9
Gross Tonnage	1190.95	1st NUMBER 75.45
Less Crew Space	66.5	1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet]
Less Engine Room	1124.45	LENGTH 218.64
Register Tonnage as out on Beam		2nd NUMBER 16498
		PROPORTIONS—Breadths to Length 6.24
		Depths to Length—Upper Deck to Keel
		Main Deck ditto 9.43

LENGTH on deck as per Rule	218.64	BREADTH—Moulded 34.98	DEPTH top of Floors to Upper Deck Beams 21.21	Power of Engines	Horse	Nº. of Decks with flat laid	two
			Do. do. Main Deck Beams			Nº. of Tiers of Beams	two

Dimensions of Ship per Register, length, 228 breadth, 35. depth, 21

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 1/2 x 2 3/4	8 1/2 x 2 1/2
STEM, moulding and thickness	8 x 2 1/2	8 x 2 1/2
STERN-POST for Rudder do. do.	8 x 2 1/2	8 x 2 1/2
for Propeller		23
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	(Class 100A)
FRAMES, Angle Iron, for 1/2 length amidships	5 3/4	5 3/4
Do. for 1/2 at each end	5 3/4	5 3/4
REVERSED FRAMES, Angle Iron	3 3/4	3 3/4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	2 1/2
thickness at the ends of vessel	—	—
depth at 3/4 the half-bdth. as per Rule	12	11 3/4
height extended at the Bilges	61	44
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—
Single or double Angle Iron on Upper edge	—	—
Average space	—	—
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8
Single or double Angle Iron, on Upper Edge	3 3/4	3 3/4
Average space	46	46
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8 1/2
Single or double Angle Iron on Upper Edge	3 3/4	3 3/4
Average space	46	46
KEELSONS—Centre line, single or double plate, box, or intercostal, Plates	16	12 1/4
" Rider Plate	11	12
" Bulb Plate to Intercostal Keelson	—	—
" Angle Irons	5 3/4	5 3/4
" Double Angle Iron Side Keelson	5 3/4	5 3/4
" Side Intercostal Plate	—	—
" do. Angle Irons	5 3/4	5 3/4
" Attached to outside plating with angle iron	5 3/4	5 3/4
BILGE Angle Irons	5 3/4	5 3/4
" do. Bulb Iron	—	—
" do. Intercostal plates riveted to plating for length	—	—
BILGE STRINGER Angle Irons	5 3/4	5 3/4
Intercostal plates riveted to plating for length	—	—
SIDE STRINGER Angle Irons	—	—

Flat Keel Plates, breadth and thickness	34	11	34	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	—	9 x 10	—	9 x 10
of doubling at Bilge, or increased thickness, and length applied	—	—	—	—
fin up. part of Bilge to l. edge of Sh'rstrake	—	9 x 10	—	9 x 10
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	36	12	36	12
Up. or Spar Dk Sh'rstrake, brdth & thickness	—	—	—	—
Butt Straps to outside plating, breadth & thickness	9 1/2 x 9	11 1/4 x 10	9 1/2 x 9	11 1/4 x 10
Lengths of Plating	14 1/2 x 9	16 1/2 x 10	14 1/2 x 9	16 1/2 x 10
Shifts of Plating, and Stringers	2	—	2	—
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	—	—	—	—
Angle Iron on ditto	—	—	—	—
Tie Plates fore and aft, outside Hatchways	—	—	—	—
Diagonal Tie Plates on Beams No. of Pairs,	—	—	—	—
Planksheer material and scantling	—	—	—	—
Waterways do. do.	—	—	—	—
Flat of Upper Deck do. do.	—	—	—	—
How fastened to Beams	—	—	—	—
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	30	10	30	10
Is the Stringer Plate attached to the outside plating?	yes	—	—	—
Angle Irons on ditto, No. One	5 x 5 1/2 x 9	5 x 5 1/2 x 9	—	—
Tie Plates, outside Hatchways	12	10	12	10
Diagonal Tie Plates on Beams, No. of pairs	5	12	10	12
Waterways materials and scantlings	—	—	—	—
Flat of Middle Deck do. do.	—	—	—	—
How fastened to Beams	—	—	—	—
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	31	9	31	9
Is the Stringer Plate attached to the outside plating?	yes	—	—	—
Angle Irons on ditto, No. 2	4 x 4 x 8	4 x 4 x 8	—	—
Stringer or Tie Plates, outside Hatchways	12	10	12	10
Flat of Lower Deck	—	—	—	—
Ceiling betwixt Decks, thickness and material	—	—	—	—
in hold do. do.	—	—	—	—
Main piece of Rudder, diameter at head	3 1/2	—	5 1/2	—
do. at heel	3	—	3	—
Can the Rudder be unshipped afloat?	yes	—	—	—
Bulkheads No. One Thickness of	6/16	6/16	—	—
Height up to Main Deck	—	—	—	—
How secured to sides of ship	Double frames	—	—	—
Size of Vertical Angle Irons	3 x 3 x 1/16	—	—	—
and distance apart	30	—	—	—
Are the outside Plates doubled two spaces of Frames in length?	yes	—	—	—

Transoms, material. Knight-heads. Hawse Timbers. *Iron*

Windlass *Starfields Patent* Fall Bitt *Iron*

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *1/2* in. Rivets, about *16* apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Main Deck on every* and to *frame* 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 *1/2* 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 *1/2* 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* x *3/4* in. diameter averaging *3 3/4* x *3 1/4* ins. from centre to centre.

Butts of *three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* 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 1/4* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* x *3/4* in. diameter, averaging *3 3/4* x *3 1/4* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting *5 1/2* x *4 1/2* Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double *or single* Riveted? *yes*

Waterway, how secured to Beams *Gutter* (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? *Welded knee plates* No. of Breasthooks, *5* Crutches, *4*

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

Manufacturer's name or trade mark *Messrs. Plates Connell & Messrs. Masters Yard Connell*

The above is a correct description of the Ship

Builder's Signature, *Robt. Dickson* Surveyor's Signature, *Edmund Bonchum*

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

IRON 468-0137

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? *Seen seen*

Masts, Bowsprit, Yards, &c., are Iron 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. Bow Sprit 23' 1"

State also Length and Diameter of Lower Masts and Bowsprit. Fore Mast 81' dia 29" Main Mast 83' dia 29" Mizzen 76'3" dia 25"

Fore & Main Mast & Bowsprit plates $\frac{1}{16}$ to $\frac{1}{4}$ All in 3 plates edges double riveted, turn straps to thicker than
Main Mast " $\frac{1}{16}$ to $\frac{1}{4}$ 3 plates fitted outside & triple riveted plates doubled in way

[illegible]

Standing and Running Rigging *Wire & Sennens* sufficient in size and *Good* in quality. She has *One* Long Boat and *four others*

The Windlass is *Efficient* Capstan *Steam* and Rudder *and* Pumps *Efficient*

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? *Ports and Scuppers*

Cargo Hatchways.—How formed? *Iron Conings*

State size **Main Hatch** 11'6" x 10'0" **Forehatch** 6'6" x 8'0" **Quarterhatch** 6'6" x 6'0"

If of extraordinary size, state how framed and secured ?

What arrangement for shifting beams ?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <u>43</u>	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	<u>Built under S^d Survey on 1875. - December 29</u>
Date <u>11th Nov 1875</u>			2nd. On the plating during the process of riveting	<u>1876 Jan^y 5. 11. 19. 25. 29 Feb^y 4. 7. 10. 15. 17. 22. 29</u>
Order for Ordinary Survey No. <u>✓</u>			3rd. When the beams were in and fastened, and before the decks were laid....	<u>March 3. 7. 15. 24 April 4. 20. 24. 26. 28 May 10. 16. 23. 30</u>
Date <u>✓</u>			4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>June 7. 14. 24. 27 July 5. 25. 28 August 7. 9</u>
No. <u>104</u> in builder's yard.			5th. After the ship was launched and equipped	<u>13. 16</u>

General Remarks (State quality of workmanship, &c.) This vessel has been built in conformity with the Rules and Machinery Section herewith appended which was submitted and approved by the Committee in letters dated 11 & 16 Nov^r 1873. The Owners Sanction having been obtained by the Builders to the Scaffolding for Hold Beams. The workmanship & materials are of the best description.

Fore & Main Girds lower $46' \times 14\frac{1}{2}$ dia plates $\frac{5\frac{1}{2}}{16}$ } In two plates edges single riveted
Ditto - " Lopsail $64' \times 14\frac{1}{4}$ " " $\frac{4\frac{1}{2}}{16}$ } Butts lapped and triple riveted plates
Prop Jack - " $62' \times 14$ " " $\frac{4\frac{1}{2}}{16}$ } Doubled in way of Slings

Ditto - " - Lopsail $64\frac{1}{2}$ $14\frac{1}{4}$ " " $\frac{4\frac{1}{2}}{16}$ { Bent's Lappen and treble rimster plates

prop Jack - 62 by 14 " " $\frac{4 \frac{1}{2}}{16}$) dordited in way of Kings

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecask, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement to above rollers* Outside *Red Lead & Paint & Corn*

I am of opinion this Vessel should be Classed 100A

The amount of the Entry Fee£ 5 : 0 : 0 is received by me,

Special£ 53: 2: 0 14 Augth 1876

Certificate ... 20:0:0 ✓

(Travelling Expenses, if any, £).

Committee's Minute. 18th August 1876

Character assigned

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