

No. 224 Survey held at Dumbarton Date Sept 24<sup>th</sup> Rec 18/10/66  
 on the 'Colina' Master H. Nicol Rec 12/10/66  
 Old Tonnage New 80.2 Built at Dumbarton When built 1866 Launched Sept 2<sup>nd</sup>  
 By whom built C. W. Willans & Son Owners Wartin & Co.  
 Port belonging to Glasgow Destined Voyage Coastline  
 If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Thickness of Plank.	
	Sided.	In Ship.	Middle.	Ends.	Required per Rule.	Sided.	Middle.	Ends.	In Ship.	Required per Rule.	Feet.	Inches.	In Ship.	Required per Rule.
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE														
Floors														
1 <sup>st</sup> Foothooks														
2 <sup>nd</sup> Ditto														
3 <sup>rd</sup> Ditto														
Top Timbers														
Deck Beams	N <sup>o</sup> 15	Average Space	feet	feet	10 1/2	10 1/2	10 1/2	10 1/2	3 1/2	3 1/2	9	1	9	1
Deck Beams, length amidships														
Hold Beams	N <sup>o</sup> 15	Average Space	feet	feet	10 1/2	10 1/2	10 1/2	10 1/2	3 1/2	3 1/2	9	1	9	1
Hold Beams, length amidships														
Keel														
Scarps of Ditto														
Keelsons														
Scarps of Ditto														

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Iron.	Iron.	Copper or Iron.	Waterway
Inches in Ship.	Inches required per Rule	Inches in Ship.	Knees
Heel-Knee, and Deadwood abaft	10 1/2	10 1/2	"
Scarps of Keel	N <sup>o</sup> 8	10 1/2	"
Keelson Bolts through Keel at each Floor	10 1/2	10 1/2	"
Bolts through Heels of Timbers against Deadwood	10 1/2	10 1/2	"
Transoms and throats of Hooks			Waterway
Arms of Hooks			Knees
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			Shelf or Clamp
Butt End Bolts			Waterway
Pintles of the Rudder			Knees
			Shelf or Clamp
			Nails or Bolts in Flat of Deck
			Treenails

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of English & German Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1 of Exch B. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is sufficiently squared from the First Foothook Heads upwards, and sufficiently free from sap, and from thence downwards, the frame is sufficiently squared

The inner Frames are all bolted together to the Gunwale.

N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 3 6 1/2 of the entire moulding at that place.

The Frame is cross chocked with iron Butt at each end of the chock.

The Main piece of Rudder is English Oak

The Main Keelson is American Oak and free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams consist of English Oak The Breasthooks of English Oak The Knees of English Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is American Rock Elm in the First Foothook Heads

From the above named Height to the Light Water Mark Red Pine

From the Light Water Mark to the Wales Red Pine

The Wales and Black-strokes are American Oak & Guernsey The Topsides Red Pine & Greenheart

The Sheer-strokes and Plank-shears American Oak

The Water-ways Upper Deck Red Pine

The Decks Yellow Pine

The Shifts of the Planking are not less than one Feet 1 Inches.

N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought three between, and without step-butting.

**Planking Inside.**—The Limber-strokes and Bilge-strokes are Red Pine & Greenheart

The Ceiling, Lower Hold, and between Decks Red Pine & Greenheart Shelf Pieces and Clamps Red Pine

**Fastenings.**—To Hold Beams

Deck Beams Shelved and Waterwards, ten loddend knees to each beam and two pairs of gun knee riders

Number of Breasthooks 3 of Eng. Oak Pointers of Eng. Oak Crutches 3 of Eng. Oak

Butts End Bolts are of iron in the Bottom, and two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of Eng. Oak How Made Circular

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature Arch. W. Willans Surveyor's Signature B. J. Fairlie

Lloyd's Register Foundation  
MS 143-0316

2244 GLO

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

## She has SAILS.

N<sup>o</sup>.

A single Fore Sails,  
set of Fore Top Sails,  
Sails Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,  
and

	CABLES, &c.		
	Fathoms.	Feet	Length
Tested to Johns. 240 fms 20 pds	60	8	Tested to <u>Scm 200 fms 20 pds</u>
D. L. G. Lipton Chain	60	8	Bower, <u>Scm 200 fms 20 pds</u>
Public machine	60	8	Sept. 1864 Public machine
Hempen Stream Cable	65	5 1/4	Sept. 1864 Stream,
Hawser	80	10	
Towlines	80	3 1/4	Kedge,
Warp			
All of <u>good</u> quality.			

## ANCHORS, and their weights.

N <sup>o</sup> .	Weight.
1	10.00
2	5.00
3	3.9
4	3.15

Her Standing and Running Rigging Hemp sufficient in size and good in quality.She has one Long Boat and one Pinch  
The present state of the Windlass is new Captain new Rudder new Pumps new and efficient

## General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed Built under ordinary Survey from the  
 2nd. When the Beams are put in, &c. 11<sup>th</sup> May to Sept. 1864  
 3rd. { When completed, and before the plank be painted or payed }

The Cham Cables are not listed to the strain required by Table 23 although of increased size, under these circumstances I beg to leave the assignment of the figure 1 for the Com<sup>2</sup> consideration

Present condition of Caulking of Bottom,

Good Deck, Good and Waterways GoodIf Sheathed, Doubled, Felted, or Coppered ✓When last done ✓I am of opinion this Vessel should be Classed M

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special .....£ 1 : 1 : 0

Certificate ....£ 1 : 2 : 0

Committee's Minute 17<sup>th</sup> October 1864Character assigned for 7 yearsTo have 1 glass 24 months

M.W.



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