

IRON SHIP.

(Received at London Office) THURSDAY 20 NOV 1884

No. 878 Survey held at

Date, First Survey 1st June 1884

Last Survey 15th Oct 1884

1884

On the

Screw Schooner "Coila"

(37 masts)

TONNAGE under	278. 18
Tonnage Deck	
Ditto of Third Spar	30. 03
or Awning Deck	
Ditto of Deck	39. 68
Raised Or Deck	
Ditto of Houses	3. 39
on Deck	
Ditto of Forecastle	14. 31
Tonnage	365. 59
on Space	28. 99
	336. 60
Engine Room	137. 11
ster Tonnage	199. 49
out on Beam	

ONE, OR TWO DECKED, THREE DECKED VESSEL,	
SPAR, OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	11.5
Depth from upper part of Keel to top of Upper Deck Beams	12.21
Girth of Half Midship Frame (as per Rule)	21.17
1st Number	44.88
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	148.75
2nd Number	6675.9
Proportions— Breadths to Length	6.5
Depths to Length—Upper Deck to Keel	12.15
Main Deck ditto	

Master	not appointed
Built at	Ayr
When built	1863-84
Launched	28 July 1884
By whom built	J. McKnight, Glasgow
Owners	Thos. McKnight & Co.
Residence	74 Promenade, Glasgow
Port belonging to	Glasgow
Destined Voyage	To be laid up
If Surveyed while Building, Afloat, or in Dry Dock,	
Whilst Building	not specified

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as	148	9	Moulded...	23	0	top of Floors to Upper	11	2	Engines ...	55	One	One
per Rule ...						Deck Beams						
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, 150.0 breadth, 23.0 depth, 11.2												
DEPTH Moulded												
Flat Keel Plates, breadth and thickness												
PLATES in Garboard Strakes, br'dth & thickness												
From Garboard to upper part of Bilges												
Of d'bling at Bilge, or increased thickness, and length applied												
From up. prt of Bilge to lr. edge of Sh'rstrake												
Main Sheerstrake, breadth and thickness												
Of d'bling at Sh'stk. & lng. applied												
From M'n. to Up. or Spar Dk. Sh'rstrake												
Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss												
Butt Straps to outside plating, breadth & thickness												
Lengths of Plating												
Shifts of Plating, and Stringers												
Gunwale Plate on ends of												
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												
Flat of Up., Spar, or Awning Dk.												
How fastened to Beams												
Stringer Plate on ends of Main or Middle Deck												
Beams, breadth and thickness												
Is the Stringer Plate attached to the outside plating?												
Angle Irons on ditto, No.												
Tie Plates, outside Hatchways												
Diagonal Tie Plates on Beams, No. of pairs												
Flat of Middle Deck* do. do.												
How fastened to Beams												
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams												
Is the Stringer Plate attached to the outside plating?												
Angle Irons on ditto, No.												
Stringer or Tie Plates, outside Hatchways												
Flat of Lower Deck*												
Ceiling betwixt Decks, thickness and material												
in hold do. do.												
Main piece of Rudder, diameter at head												
do. at heel												
Can the Rudder be unshipped afloat?												
Bulkheads No. Four No. per Rule												
Thickness of												
Height up												
How secured to sides of ship												
Size of Vertical Angle Irons												
Are the outside Plates doubled two spaces of Frames in length?												

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Bilge and under R. 2.2.2. and to gunwale 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 in. diameter, averaging 5 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

" **Butts of** two Strakes at Bilge for half length, double riveted with Butt Straps 1/16 thicker than the plates they connect.

" **Edges from Bilge to Main Sheerstrake**, worked clencher, double single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 ✓ length amidships. Butts of Upper or Spar Sheerstrake, double treble riveted whole length amidships.

" **Butts of Main Stringer Plate**, treble riveted for ✓ length amidships. **Butts of Upper or Spar Stringer Plate**, double treble riveted for whole length.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Single No. of Breasthooks, Spar Crutches, one

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

Manufacturer's name or trade mark, Dorman, Hoyle & Co. Ltd. & Sons.

The above is a correct description.

Builder's Signature, McKnight, McCutchie & Co Surveyor's Signature, J. J. D. A. King

Lloyd's Register of British and Foreign Shipping.

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? *Yes a few in the butts.*

Masts, Bowsprit, Yards, &c., are *all* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling:
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 *See masts of Plan*

NUMBER for EQUIPMENT		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.
SAILS.												
CABLES, &c.												
N ^o .	Chain	1219	165	1"	18 x 27	8ms. 10.5 of 1"	Bower Anchors	16686	7" 2" 18	9.18.0.14	7 1/4 cwt.	Netherland
1	Fore Sails,						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	1219	45	"1/16	8 1/2 x 12 3/4	4.5 of "1/16		16683	7" 2" 2	9.15.3.21	7 1/4 "	- Do -
	Fore Topmast Stay Sails,											
	Main Sails,	75	7 1/2			75 of 7 1/2						
	Main Top Sails,	90	5 1/2			90 of 5 1/2						
	and											
	quality											

Standing and Running Rigging *Wai + Manila* sufficient in size and *good* in quality. She has *2* Long Boat and *1* *Boat*
The Windlass is *frank* Capstan *frank* and Rudder *frank* Pumps *as per heading*
Engine Room Skylights. How constructed? *Iron and lead* How secured in ordinary weather? *as per heading*
What arrangements for deadlights in bad weather? *Shut shutters & Bulbs eyes*
Coal Bunker Openings. How constructed? *Iron* How are lids secured? *Hatches* Height above deck? *25"*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ants & Drainers*
Cargo Hatchways. How formed? *Iron Corning 19 above main deck & 14 above R.D.D.*
State size Main Hatch *19-0 x 10-0* Fore hatch *-* Quarter hatch *19-0 x 10-0*
If of extraordinary size, state how framed and secured? *White Beams*
What arrangement for shifting beams? *Fitted between double angles & Bolts & nuts*
Hatches, If strong and efficient? *Yes Solid 3"*

Order for Special Survey No. *1164* 1883- June 1; Sep. 18. 28: Oct. 11. 27: Nov. 1. 10. 12. 19. 21. 24.
Date *12th Apr 1883* 27: Dec. 8. 19. 22. 25: 1884 - Jan. 12. 30: Feb. 12:
Order for Ordinary Survey No. *1164* Inch 1. 15. 24. 26. 29: Apr. 3. 4. 8. 19. 25: May 6:
Date *12th Apr 1883* June 9. 23. 25: July -: Sept. 11. 29. 30: Y
No. *3* in builder's yard. 5th. After the ship was launched and equipped *October 15.*
State dates of letters respecting this case *14th April and 25th July, 1883.*

General Remarks (State quality of workmanship, &c.) *Quality of workmanship good.*
This vessel has been constructed in accordance with the accompanying approved sketches of midship section, elevation & deck plans and in all other respects with the Rules

State if one, two, or three decked vessel, or if open, or covering decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Paint + Rust* Outside *Red Lead & Paint*
I am of opinion this Vessel should be Classed *100 A.1*
The amount of the Entry Fee £ 2 : 0 : 0 is received by me, }
Special £ 16 : 17 : 0 15th Nov. 1884 }
(to be sent as per margin). Certificate ... *Grants*
(Travelling Expenses, if any, £ 8. 10. 11.)
Committee's Minute
Character assigned
FRIDAY 21 NOV 1884 18
1011
L. S. R. 9
1 St. Louis
Surveyor to Lloyd's Register of British and Foreign Shipping.
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