

IRON SHIPS.

Recd 14/2/73

No. 363 Survey held at Glasgow Date, First Survey 28th Feb 72 Last Survey 12th Feb 73

On the Three Decked Iron Ship Colina

Master J Marr

Tonnage under Tonnage Deck 1301.50
 Ditto of Third Span 669.00
 Ditto of Deck or 669.00
 Ditto of Hoists 30.76
 Ditto of Forecastle
 Gross Tonnage 2001.42
 Crew Space, as per Rule 64.30
 Reg. or Tonnage, as per Rule 1970.66
 Engine Room 640.45
 Register Tonnage, as a Steamer, cut on Beam 1296.66

ONE, OR TWO DECKED, SPIR, OR AWNING-DECKED VESSELS.

Half moulded breadth ...
 Depth from upper part of Keel to top of Upper Deck Beams ...
 Girth of Half Midship Frame (as per Rule) ...
 1st Number 2488-7-77.00
 Length 318.33
 2nd Number 2488-1
 Depths to Length 10.33

THREE DECKED VESSELS.

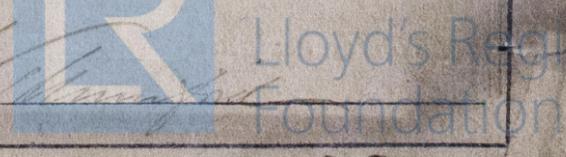
Half Moulded Breadth ... 17.20
 Total Depth if three or more Decks ... 27.66
 Total Girth of Half Midship Frame ... 39.99
 3rd Number 24.85
 Length ... 318.33
 4th Number 24010
 Breadths to Length ... 9.22

Built at Glasgow
 When built 1872 Launched 31st 6
 By whom built Barclay Curle & Co
 Owners Donaldson Bro^r
 Port belonging to Glasgow
 Destined Voyage Glas. S America
 If Surveyed while Building, Afloat, or in Dry Dock.

Length on deck as per Rule, 318.33 Moulded Breadth, 36.4 Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 10.33 Feet, 10.33 Inches, 7.5 Horse, 265 N^o. of Decks with flat laid, 3 N^o. of Tiers of Beams, 3

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches required per Rule.	16ths required per Rule.			
Keel, if bar iron, depth and thickness	10x2 1/4	10x2 3/4				
Do. if centre through plate, depth and thickness	10x2 3/4	10x2 3/4				
Stem, if bar iron, moulding and thickness	10x5 1/2	10x5 1/2				
Stern-post for Rudder do. do.	10x5 1/2	10x5 1/2				
Stern-post for Propeller	10x5 1/2	10x5 1/2				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24				
Frames, size of Angle Iron, for 2/3 length amidships	4 1/2	3	7	4 1/2	3	7
Do. for 1/3 at each end	4 1/2	3	6	4 1/2	3	6
Reversed Frames, size of Angle Iron	3	3	7	3	3	7
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	22	9	10	22	9	10
Do. at the ends	6 1/2	7		6 1/2	7	
Do. do. do. at Bilge Keelson	9	9		9	9	
Do. height extended at the Bilges	44			44		
Beams, Upper, Spar, or Awning Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	6 1/2	6	6 1/2	6	6	6
Single or double Angle Iron on Upper edge	2 1/2	2 1/2	5	2 1/2	2 1/2	5
Average space	4 1/2			4 1/2		
Beams, Main or Middle Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8	8 1/2	8	8	8
Single or double Angle Iron, on Upper Edge	3	3	6	3	3	6
Average space	4 1/2			4 1/2		
Beams, Lower Deck, Held or Outlet (No.) single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8	8 1/2	8	8	8
Single or double Angle Iron on Upper Edge	3	3	6	3	3	6
Average space	4 1/2			4 1/2		
Keelson Centre line, single or double plate, bar, or Intercostal, size of Plates	19 1/2	13	19 1/2	13	19 1/2	13
Do. Plate to Intercostal Keelson	9	10	9	10	9	10
Do. Size of Angle Irons	6	4	9	6	4	9
Do. Side Intercostal Keelson, size of Plates	20	9	20	9	20	9
Do. Angle Irons on tops of Floors	6	4	9	6	4	9
Do. Bilge Keelson, Bulb Iron	8 1/2	8	8 1/2	8	8 1/2	8
Do. do. Intercostal plates riveted to plating for 1/2 length	13	9	13	9	13	9
Do. do. Angle Irons	6	4	9	6	4	9
Side Stringers (No.) size of Angle Irons	6	4	9	6	4	9
Do. Intercostal plates riveted to plating for 3/5 length	10 1/2	9	10 1/2	9	10 1/2	9
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.						
Knight-heads <u>and</u> Hawse Timbers <u>Iron</u>						
Windlass <u>Harpur Patent</u> Pall Bit						
The Frames extend in one length from <u>Keel</u> to <u>upper deck stringer</u>						
The Reverse Angle Irons on the floors and frames extend from the middle line <u>to every frame</u> to <u>above middle</u> and to <u>upper deck stringer</u> alternately						
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>						
Plates, Garboard, double or <u>single</u> Riveted to Keel, double or <u>single</u> at upper edge, with Rivets <u>1/2</u> (in.) diameter, averaging <u>5 1/2</u> (ins.) from centre to centre.						
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or <u>single</u> Riveted; with Rivets <u>1/2</u> (in.) diameter, averaging <u>3 1/2</u> (ins.) from centre to centre.						
Do. Butts from Keel to turn of Bilge, worked <u>carvel with butt straps to strakes</u> <u>1 1/2</u> thick, double or <u>single</u> Riveted; with Rivets <u>1/2</u> (in.) diameter averaging <u>3 1/2</u> (ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>						
Do. of <u>3</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>1/2</u> thicker than their plates.						
Do. Edges from bilge to Main Sheerstrake, worked <u>carvel with a lining piece</u> <u>1/2</u> thick, or clencher, double or <u>single</u> riveted; with rivets <u>1/2</u> (in.) diameter, averaging <u>3 1/2</u> (ins.) from centre to centre.						
Do. Edges of Sheerstrake, Main, double or <u>single</u> Riveted. Upper, double or <u>single</u> Riveted. At upper edge <u>single</u> Riveted. At lower edge <u>double</u> .						
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps <u>10/16</u> thick, double or <u>single</u> Riveted; with Rivets <u>1/2</u> (in.) diameter, averaging <u>3 1/2</u> (ins.) from centre to centre.						
Do. Butts of Main Sheerstrake, double or <u>treble</u> Riveted. Butts of Upper or <u>Spar</u> Sheerstrake, and Upper Deck Stringer Plate, double or <u>treble</u> Riveted for <u>half</u> length amidships. Breadth of laps of plating in double Riveting <u>5</u> Breadth of laps of plating in single Riveting <u>3 1/4</u>						
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or <u>single</u> Riveted? <u>Double and part treble Riveted</u>						
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) <u>See section</u>						
Beams of the various Decks, how secured to the sides? <u>Forged knee ends</u> No. of Breasthooks, <u>five</u> Crutches, <u>four</u>						
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Blecharin</u> <u>Cast Head & Co</u>						
Manufacturer's name or trade mark, <u>Blecharin</u> <u>Cast Head & Co</u>						

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature, Barclay, Curle & Co Surveyor's Signature, J. Marr



11076-680

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? or are they in short lengths of various thicknesses? Single pieces
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the 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 at corners of butts

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

Foremast. 83 feet in length 2 1/2 in diam. 3 plates in section 6 5/16 Butts treble and part double riveted edges double riveted
Mainmast 78

Date of Builders Contract Sept 1871 Date of Test of Chains 24th June 1872

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Inf. req'd per Rule.	Test req'd per Rule.	ANCHORS,		N ^o of Bars.	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
								Ships & Symbols.	Bowers.					
	Fore Sails,	Chain	296	1 1/2	59.2	300 1 1/2	59.20	Ships & Symbols	10224	33.0.5	30.0.7.21	32.0.0	30.20	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	300	"	"	"	"	Bowers	9826	34.0.5	31.13.1.21	32.0.0	30.20	
	Fore Topmast Stay Sails	Homper Stream Cable	70	1 1/2	70.20	70.20	70.20	(State Machine where Tested, and name of Superintendent).	10540	20.0.14	27.4.3.14	27.0.25	26.5	
	Main Sails,	Hawser	90	1 1/2	90.176	90.176	90.176	Stream	1	13.0.26		13-		
	Main Top Sails,	Towlines		11.0		11	11	Kedges	1	6.2.26		6 1/2		
	and	Warp		7		7	7		1	3.1.26		3 1/2		
		All of quality.		5		5	5							

Her Standing and Running Rigging is Five Spent sufficient in size and Good in quality. She has Six Life Boats and
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good
Engine Room Skylights.—How constructed? Upon iron deckhead How secured in ordinary weather? by bolts and plates
What arrangements are there for deadlights in such for bad weather? Deadlights with huddles
Coal Bunker Openings.—How constructed Thin upper deck and three small side ports How are lids secured? by studs 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?
Two gangways and five water ports
Cargo Hatchways.—How formed With iron comings State size 15 x 9, 11 x 9/6, 12 x 9/6
If of extraordinary size, state how framed and secured? Hood shifting beam and fore after
What arrangement for shifting beams? 1
Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 15 x 9

Order for Special Survey No. 210 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Birth under
Date Sept 25/71 Surveys held 2nd. On the plating during the progress of riveting Special survey
Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid between
Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented 28th July 72
No. 229 in builder's yard. Section 18. 5th. After the ship was launched and equipped and 12th February 73
(57 trials)

General Remarks,
This ship is built in accordance with the accompanying
midship section. In the 100A grade 3 Decks. The main sheerstrake
is reduced to and this is added to the top side strake its edges
being double riveted.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.
In what manner are the surfaces preserved from oxidation? Inside Cement and paint Outside Paint
I am of opinion this Vessel should be Classed 100A 3 Decks

The amount of the Entry Fee£ 5 : 5 : 0 is received by me,
Special£ 4 : 5 : 6
Certificate 100A
(Travelling Expenses) (if any) £ _____
Committee's Minute 18th February 1873
Character assigned 100A
J.P.W. M.C. Three deeked
A.T.P.

W. Mansfield
This ship appears to be built to the 100A (3 decks) and is recommended by Lloyd's Register
A.C.P.