

IRON SHIP.

No. 4239 Survey held at Dumbarton Date, First Survey Oct 10th 75 Last Survey May 26th 76 1876

On the Ship 'Coriolanus' Master M Tachlan

TONNAGE under Tonnage Deck 945.97
 Ditto of Third Span on Awning Deck 96.05
 Ditto of Poop, raised or Dk. 32.34
 Ditto of Houses on Deck 1074.36
 Ditto of Forecastle 20.05
 Ditto of Engine Room 1045.51
 Ditto of Mast Tonnage as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 17.50 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 22.12
 GIRTH of Half Midship Frame (as per Rule) 33.33
 1st NUMBER 4297
 1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet]
 LENGTH 20.9.0
 2nd NUMBER 15309
 PROPORTIONS—Breathths to Length 5.9
 Depths to Length—Upper Deck to Keel 9.4
 Main Deck ditto

Built at Dumbarton
 When built 10/76 Launched 11th May
 By whom built A. McMillan & Son
 Owners Jno Patton Junr & Co
3 White Lion Court, Cornhill, London
 Port belonging to LONDON
 Destined Voyage Dumb
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH of Deck as Rule 209.0 Feet. Inches. BREADTH—Moulded... 35.04 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 20.23 Feet. Inches. Power of Engines... Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 2

Dimensions of Ship per Register, length, 217.4 breadth, 35.2 depth, 20.15

	Inches in Ship.	Inches per Rule.								
Flat Keel Plates, breadth and thickness										
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge, or increased thickness, and length applied	34	11	34	11						
in up. part of Bilge to lr. edge of Sh'rstrake										
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	36	11	36	11						
Up. or Spar Dk. Sh'rstrake, breadth & thickness	16 1/2	9 1/2	12.9	16 1/2	9 1/2	12.9				
Butt Straps to outside plating, breadth & thickness										
Lengths of Plating										
Shifts of Plating, and Stringers										
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	42	9	42	9						
Angle Iron on ditto	5	3 1/2	5	3 1/2						
Tie Plates fore and aft, outside Hatchways	12	9	12	9						
Diagonal Tie Plates on Beams No. of Pairs	3		3							
Planksheer material and scantling										
Waterways do. do.										
Flat of Upper Deck do. do.	4		4							
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. 1	30	9	30	9						
Tie Plates, outside Hatchways										
Diagonal Tie Plates on Beams, No. of pairs										
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	30	9	30	9						
Is the Stringer Plate attached to the outside plating?	Yes									
Angle Irons on ditto, No. 2	3 1/2	3 1/2	3 1/2	3 1/2						
Stringer or Tie Plates, outside Hatchways	12	9	12	9						
Flat of Lower Deck										
Ceiling betwixt Decks, thickness and material in hold do. do.										
Main piece of Rudder, diameter at head do. at heel	5 1/2	3	5 1/2	3						
Can the Rudder be unshipped afloat?	Yes									
Bulkheads No. 1 Thickness of										
Height up										
How secured to sides of ship										
Size of Vertical Angle Irons	3 x 3	7/16	3 x 3	7/16						
and distance apart	30		30							
Are the outside Plates doubled two spaces of Frames in length?	Yes									

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Iron Patent Pall Bitt
 The FRAMES extend in one length from Keel to Deck Stringer Riveted through plates with 7/16 in. Rivets, about 6 1/2 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to Deck Stringer and to Lower Deck 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 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 7/16 in. diameter, averaging 3 1/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/16 in. diameter averaging 5 1/4 ins. from centre to centre.
 Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/16 in. diameter, averaging 3 1/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/16 in. diameter, averaging 3 1/2 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 for length amidships.
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for for length.
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Just treble the rest double
 Waterway, how secured to Beams Gutter Waterways (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? fringed bracket knees No. of Breasthooks, four Crutches, four
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Coats best Consort
 Manufacturer's name or trade mark, Coats best Consort

Surveyor's Signature, A. M. Millan Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 466-0320



Workmanship. Are the butts of plating planed or otherwise fitted? Smooth & true practicable
 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? A few at corners of butts

Masts, Bowsprit, Yards, &c., are Not 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.

State also Length and Diameter of Lower Masts and Bowsprit
 Foremast - 47' x 30" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted
 Main Mast - 49' 3" x 30" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted
 Mizzen Mast - 42' 6" x 24" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted
 Mizzen Bowsprit - 47' 6" x 12" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted
 Mizzen Lower Mast - 47' 0" x 12" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted
 Mizzen Upper Mast - 42' 0" x 10" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted
 Mizzen Lower Bowsprit - 47' 6" x 12" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted
 Mizzen Upper Bowsprit - 42' 0" x 10" 4 plates in section 7/8" thick. butts part-trills riveted. the rest - rivet the edges double riveted

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	136	1 1/8	58.32	270 1 1/8	550 7/8	12H N. Bowers	7	29.3.0	20.10.2	30	20.10.2
	Fore Top Sails,	134	1 1/8	58.32	270 1 1/8	550 7/8	12H N. Bowers	7	29.1.17	20.4.7	30	20.4.7
	Fore Topmast Stay Sails	90	1 1/8	58.32	90 1 1/8	550 7/8	12H N. Bowers	7	27.0.10	26.19.1	25.2	26.19.1
	Main Sails,	90	1 1/8	58.32	90 1 1/8	550 7/8	12H N. Bowers	7	27.0.10	26.19.1	25.2	26.19.1
	Main Top Sails,	90	1 1/8	58.32	90 1 1/8	550 7/8	12H N. Bowers	7	27.0.10	26.19.1	25.2	26.19.1
	and						Stream		12 0 0		6	
							Kedges		6 0 10		3	

Standing and Running Rigging True and heavy sufficient in size and good in quality. She has 4 life Long Boats and 2 others

The Windlass is Imparite Capstan Good and Rudder Good Pumps Good

Engine Room Skylights. How constructed? How secured in ordinary 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? 3 scuppers 3 feet and 2 iron pipes on each side

Cargo Hatchways. How formed? Iron Cornings

State size Main Hatch 14' x 10' Forehatch 6' x 5' Quarterhatch 6' x 5'

What arrangement for shifting beams? An arched shifting beam of hull and angle iron in front

Hatches, If strong and efficient? Yes

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. in builder's yard.
100	Aug 20/75			193

General Remarks (State quality of workmanship, &c.) The Workmanship is good. She is built in accordance with the accompanying approved midships section. The T hull iron, referred to in my letters of 24th and 27th Sept and in the Secretary's letters of 24th and 28th Sept which hull iron the builders had been informed could not be altered to the required thickness (1/8") was found to be exactly of this thickness. The additional breadth of the plate was therefore not given. Upon measuring this vessel per rule, she was found to exceed the depth given in the section. The breadth and depth also were rather exceeded - but not to interfere with the numbers upon which she was built.

Through a long and still existing strike of the riveters the shell riveting was done by Apprentices and such other help as could be obtained. The work is sound. Sidelined up to hat somewhat rough on the outside.
 It will be observed that the heaviest lower anchor is 20 lbs less than the rules require to the rest are heavier and the collective weight in excess.

State if one, two, or three, decked vessel, or if open, or awning decked; and the lengths of fore forecabin, 24' 10" raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

I am of opinion this Vessel should be Classed 100 A

The amount of the Entry Fee ... £ 5: - - is received by me, J. J. ...

Special ... £ 51: 1: Collected 1876
 Certificate ... Printed

Committee's Minute 2nd June 1876

Character assigned 100 A

To be delivered to owner in London

