

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London, *WED. JUN. 4 1924*

State if Report is also sent on the Machinery of the Vessel. *YES.*

Date of completion of report
Survey held at *Port Glasgow.*

Port of *Greenock.*

No. *18226.*

Date, First Survey *4th December, 1922.*

Last Survey *22nd May, 1924.* 19

ZAPALA

Rig *Schooner.*

On the (State if Single, Twin, or Triple Screw)

TONNAGE under Tonnage Deck	
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	<i>4597.67</i>
Do. of Poop	<i>79.68</i>
Do. of R.O. Dk. SIDE HOUSES	<i>43.12</i>
Do. of Bridge House	<i>17.45</i>
Do. of Forecastle CH. HOUSE	<i>3.74</i>
Do. of Houses on Dk.	<i>79.34</i>
Do. of excess of Hatchways	<i>53.57</i>
Do. above Crown of Engine Room	
Gross Tonnage	<i>4894.57</i>
Less Crew Space	<i>132.43</i>
Less above Crown of Engine Room	
TONNAGE FOR FEES	
Less Engine Room	<i>1566.24</i>
Less Navigation Spaces	<i>107.35</i>

CLASS <i>100. A.1.</i>	
Breadth (greatest moulded)	<i>51.75</i>
Depth, at middle of length from top of keel to top of upper deck beams at side	<i>29.75</i>
1st. LONG? Transverse Number	<i>11886.31</i>
LOAD. WATER. LINE. Length on deck from fore part of stem to after part of stern post	<i>299.54</i>
2ND LONG? Longitudinal Number	<i>32562.51</i>
Depth "d," at middle of length (See Secs. 2 & 13)	<i>26.0</i>
Proportions—Depths to Length—Upper Deck Beam at side to top of keel	<i>13.42</i>
" " Long Bridge Deck Beam at side to top of keel	<i>10.65</i>

Built at	<i>Port Glasgow.</i>
When built	<i>1924.</i> Launched <i>9th April 1924.</i>
By whom built	<i>Lithgows' Ltd.</i>
Owners	<i>Buenos Ayres Great Southern Railway Co. Ltd.</i>
Managers	<i>Arthur Holland & Co. Ltd.</i>
Residence	<i>London.</i>
Port belonging to	<i>London.</i>

Register Tonnage *3088.49* Destined Voyage *River Plate.* If Surveyed while Building, Afloat, or in Dry Dock *yes.*

LENGTH on Deck as per Rule		BREADTH—Moulded		DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams		No. of Decks with flat laid	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	ONE.	ONE.
<i>399.</i>	<i>5 1/2</i>	<i>51.</i>	<i>9.</i>	<i>27.</i>	<i>3 3/4</i>		
Dimensions of Ship per Register, Length <i>400.0</i> breadth <i>52.0</i> depth <i>27.25</i> Moulded depth, ft. <i>37.</i> ins. <i>6.</i> To Bridge Dk. Round of Upper Dk. Beam, Actual) <i>13.</i> ins.							
Moulded depth, ft. <i>29.</i> ins. <i>9.</i> To Upper Dk. Dk. Beam, Actual)							
FRAMING.				PILLARS.			
FRAME, Angles, or Bars amidships				PILLARS In 'tween Deck, size and spacing			
Do. in peaks				" " Hold			
Do. in way of Double Bottoms at Solid Floors				" " Quarter 'tween Dks.,			
" " at intermdt. Bkts.				" " in Hold			
Spacing of Frames from centre to centre amidships				" " " "			
" " length to Collision bulkhead				" " " "			
" " in peaks				" " " "			
REVERSED FRAME, Angles				" " " "			
Do. in way of Double Bottoms at Solid Floors				" " " "			
" " at intermdt. Bkts.				" " " "			
RAMING, depth of girder				" " " "			
LOORS, depth and thickness of Floor Plate at mid line for length amidships				" " " "			
" in way of Engine and Boiler Spaces				" " " "			
" thickness at the ends of vessel				" " " "			
Depth at 1/2 the half breadth, as per Rule				" " " "			
Height extended at the Bilges				" " " "			
RS in Cell. Double Bottoms				" " " "			
state if flanged (top & bottom)				" " " "			
Spacing of Solid floors				" " " "			
ON EVERY 3RD ON EVERY 3RD				" " " "			
GIRDERS, in Dbl. bottom, dpth. & thknss.				" " " "			
Angles, Top				" " " "			
Bottom				" " " "			
to Floors				" " " "			
Brackets at intermdt. frmg., wdth & thknss				" " " "			
GIRDERS, number on each side & thickness				" " " "			
state if flanged (top and bottom)				" " " "			
Angles (top and bottom)				" " " "			
to Floors				" " " "			
IN PLATE, depth (exclusive of flange) and thickness				" " " "			
Angle to Outside Plating				" " " "			
Floors				" " " "			
Brackets at intermdt. frmg., wdth & thknss				" " " "			
Height of Outside Brackets above at bilge				" " " "			
BOTTOM PLATING, breadth and thickness of Middle Line Strake				" " " "			
in Engine and Boiler space				" " " "			
Remainder in Holds				" " " "			
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " " "			
In way of Long Bridge				" " " "			
Spacing				" " " "			
Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " " "			
Spacing				" " " "			
Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " " "			
Angles on upper edge				" " " "			
Spacing				" " " "			
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " " "			
Angles on upper edge				" " " "			
Spacing				" " " "			
AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " " "			
Angles on upper edge				" " " "			
Spacing				" " " "			
AMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " " "			
Angles on upper edge				" " " "			
Spacing				" " " "			

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	FORGINGS AND CASTINGS.		Inches in Ship.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing		3	4 spaces	3	4 spaces	KEEL, Bar, depth and thickness		✓	✓
" " " brdth. & thickness		40	56	40	56	STEM, moulding and thickness		✓	✓
" " " No. of Side Stringers " "		4	36	4	36	STERN-POST for Rudder do. do. } CAST		✓	✓
WEB-FRAMES, In E. & B. Space, No. & spacing		FRAMES INCREASED				" for Propeller } STEEL		✓	✓
" " " brdth. & thickness		.04 IN. LIEU.				RUDDER—A×D* Table 22. Speed		✓	✓
WEB-FRAMES, In After Body, No. and spacing						" Main-Piece, diameter at head		✓	✓
" " " brdth. & thickness						" " at heel		✓	✓
" " " No. of Side Stringers " "									
" " " Size of Face Angle to Web-Frames.....		7×3½ 64 B.A. 7×3½ 64 B.A.							
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....		40×36 40×36							

BULKHEADS.		Thickness	STIFFENERS.				Single or Double Frames.	Height up, state deck.	RUDDER, how constructed	
			Horizontal.		Vertical.					
			Size.	Spacing	Size.	Spacing				
		Inches.	Inches.	Inches.	Inches.	Inches.				
Total No. of W.T. BULKHEADS, In Ship		6	✓	✓	✓	✓	30	SINGLE OR DR.	BUILT FORGING.	
Per Rule		6	✓	✓	✓	✓	30	"	Thickness of Plates or Single Plate	
SCANTLINGS MIDSHIP BHDS.		89. 44/26	✓	✓	✓	✓	30	"	Can the Rudder be unshipped afloat?	
" COLLISION "		50/26	✓	✓	✓	✓	30	"	✓ YES.	
" AFT PEAK "		50/30	✓	✓	✓	✓	30	"	Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?	
" PARTITION "		30	✓	✓	✓	✓	30	"	Open hearth. D. Colville & Sons.	
" LONGITUDINAL "		30	✓	✓	✓	✓	30	"	W. Beardmore, James Duffell, Steel Co. of Scotland	
" NON. WATER-TIGHT "		30	✓	✓	✓	✓	30	"	Lanarkshire Steel Co, Girdingham Iron & Steel Co.	
									Mannesmann-Werke, Rheinische Stahlwerke.	
									Has the Steel been tested as required by the Rules? YES.	

Are the Sluice Valves and Watertight Doors in efficient working order? YES.

PLATING.							RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES, Ordinary or jogged? ORDINARY.				BUTTS.							
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS. Diam.	Spacing cr. to cr.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.						Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.
FLAT PLATE KEEL.....	49.	78.	68.	68.	49.	78.	DOUBLE.	6.	1.	4.	4 R. to 3 R.	1.	4.				14.	WHOLE.
GARBOARD OR A STRAKE		60.	46.	46.		60.		5/8.	7/8.	5/8.	3 R. to 4 R.	7/8.	3/4.				9.	
State actual thickness in way of Double Bottom.																		
B "																		
C "																		
D "																		
E "																		
F "			44.	44.														
G "																		
H "																		
J "																		
K "																		
UPPER DECK SHEERSTRAKE																		
M "		57.				57.												
BRIDGE DECK SHEERSTRAKE		57.				57.												
N "																		
O "																		
P "																		
Q "																		
R "																		
S "																		
T "																		
U "																		
V "																		
W "																		
THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE	57.	91.			30.	91.	DOUBLE.	6.	1.	4.	5 R.	1.	4 1/2.				17 1/2.	
DO. OF STRAKE BELOW	66.	74.			30.	74.					4 R.	1.	4.				14.	
DBLG. of Flat Plate Keel																		
" Sheerstrakes																		
Length and thickness.																		
POOP SIDES.....						38.	SINGLE.	3.	3/4.	3.	1 R.	3/4.					3.	
SHORT BRIDGE SIDES...																		
FORECASTLE SIDES.....						40.	SINGLE.	3.	3/4.	3.	1 R.	3/4.					3.	

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck	Butts, 5 R. riveted for TO. 2 R. length amidship.	Butts of Side Stringers	riveted.
Stringer Plate	Straps, single, double or overlapped for WHOLE length amidship.	" Tie Plates	riveted.
Second Deck	Butts, ✓ riveted for ✓ length amidship.	Inner Bottom Plating, riveting of Edges	DOUBLE. AND SINGLE. Butts TO SINGLE.
Stringer Plate	Straps, single or overlapped for ✓ length amidship.	Centre Girder Butts, TREBLE. riveted.	Keelson Butts, riveted.
		Frames, riveted through Plates with 7/8. in. Rivets, about 6 1/4" apart.	
		Rivets, state whether Iron or Steel IRON.	

FRAMES extend in one length from CENTRE LINE TO MARGIN. THENCE TO GUNWALE. State if ordinary or jogged JOGGLED.

REVERSED FRAMES on floors and frames extend from CENTRE LINE TO MARGIN. State if ordinary or jogged JOGGLED.

MASTS, SPARS, &c.												
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
LOWER MASTS.....	Fore	STEEL.	45' 3"	24" x 35	✓	2 1/2 x 30	✓	TWO	✓	✓	SINGLE.	TREBLE.
	Main	"	"	"	✓	"	✓	"	✓	✓	"	"
	Mizen	"	"	"	✓	"	✓	"	✓	✓	"	"
Topmasts, Yards and Remainder of Spars	P. PINE.											
Rigging, Material and Size, Shrouds	G.S.W. 3/2".											
Sails.	Sail of											
	Stays 4' x 2 3/4".											
	Sails, and the following spare sails											

EQUIPMENT No. 33997				LETTER 7				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
27546	1st Bower ...	60	0	21	Stock LESS			48	10	0	0	60	0	0	BYERS IMPROVED	✓	S'LAND 18/5/23 J.H. BULL
27645	2nd "	60	0	14	"			48	10	0	0	60	0	0	"	✓	" " " "
27548	3rd "	50	3	14	"			42	18	1	21	50	2	0	"	✓	" 19/5/23 " "
	4th "																
	Collective weight.	171	0	21								170	2	0			
57551	Stream	16	2	7	4	1	21	17	16	1	0	16	(2)	0	ORDINARY	N. BLOOMER & SONS. TIPTON	17/4/23. W. A. DRYDALE
	Kedge.....												1				

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	33	0	10	157	M.R.	30/3/23.
	2nd "	32	2	18	181	M.R.	7/5/23.
	3rd "	29	3	18	150	M.R.	6/3/23.
	4th "						

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.		Length and size per Table 31.		Ins.
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.	Tons.	Ins.	Length.	Cir.	
57788	270	2 3/16	86 1/2	120 1/2	646	2 24	645	3 0	270	2 3/16	STUD. N. BLOOMERY & SONS. TIPTON	26/4/23. W. A. DRYDALE	TOWLINE	120	4 3/4	47	120	4 3/4	
													HAWSERS & WARPS	2-90	2 3/4	15 1/2	2-90	2 3/4	
														2-90	2 1/2	12 1/2	2-90	2 1/2	
Stream Chain or Steel Wire	90	4 3/4		47			90	4 3/4											

Boats 4. **Steering Gear, Steam** by Haskie & Co. **Steering Gear, Hand** BY RELEIVING TRUCKLE LED TO POOR WINCH.

Pumps, Number ONE. TO FORE PEAK. **Diameter of Barrel** 4 1/2. **State whether they are in efficient working order** YES.

Windlass is STEAM. BY CLARKE CHAPMAN & CO. **Capstan** ✓

Engine Room Skylights.—How constructed? STEEL PLATES & ANGLES. What arrangements for deadlights in bad weather? STEEL FLAPS & BULL'S EYES.

Coal Bunker Openings.—How constructed? STEEL PLATES & ANGLES. How are lids secured? BY CLEATS & BATTENS. Height above deck? 30.

Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** 5. SCUPPERS EACH SIDE. & 15 FREEING PORTS. EACH. 4' 0" x 1' 6".

Ceiling in Holds, thickness and material 2 1/2" W.P. **Cargo Battens,** thickness and material 2" W.P.

Cargo Hatchways.—How formed? STEEL PLATES & ANGLES. **Hatches,** If strong and efficient? YES.

State size No. 1 Hatch (Forward) 29' 3" x 18' 0". **No. 2 Hatch** 32' 8" x 18' 0". **No. 3 Hatch** 14' 0" x 18' 0". **No. 4 Hatch** 25' 8" x 18' 0".

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 5 to No 1 & 5, 6 to No 2 & 4, 2 to No 3.

No. of Breasthooks 4. **No. of Crutches** DEEP FLOORS.

Bulwarks, height above deck and description STEEL PLATE 47' x 30. **Main Rail,** material and size 6 x 3. BULB. ANGLE.

The foregoing is a correct description.

Builder's Signature (here only) For LITHGOWS LIMITED. **Surveyor's Signature** A. W. H. K. **Surveyor to Lloyd's Register of Shipping.**

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

GLASGOW. 17/11/22. 23/11/22. 25/11/22. 28/11/22. 7/12/22. 13/12/22. 24/1/24. LONDON. M. 1/12/22. 25/4/24. E. 19/12/22. 14/1/24.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable.

Is the riveted work properly closed? yes.

Are the liners between the frames and plates solid single pieces? Joggled framing. 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.

Are the butts of Plating, Stringers, &c., properly shifted and overlapped? yes. Do any rivets break into or through the seams or butts of the plating? a few.

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests satisfactory.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans & the revised rules of this Society. The materials and workmanship are of good quality.

No. 2, 4 & 5 double bottom tanks have been constructed & tested as required for oil fuel compartments. Section 35 of the rules has been complied with.

A letter from the owner sanctioning the use of the Revised Rules in the construction of the vessel is forwarded with this report.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

Plans to be forwarded with F.E. Report showing vessel as built, and list of plans should be embodied in report.

FREEBOARD FEE £ 10. 0. 0.	Fees applied for, 26th May 1924. Received by me, 28th May 1924.
The amount of Entry Fee £ 8. : 0. : 0.	
Special Survey Fee.... £ 319. : 15. : 0.	
Travelling Expenses, if any £ : : :	

State whether the Vessel has been built under Special Survey YES.

I am of opinion this Vessel should be Classed 100 A1.

With, or without Freeboard, as condition of Class WITHOUT.

Committee's Minute GLASGOW - 5 JUN 1924

Character assigned 100 A1

534

Lloyd's A+C.P.

+ L.M.C 534 J.D.

Fitted for oil fuel 534 J.P. above 150°F.

Surveyor's Signature A. W. H. K. **Surveyor to Lloyd's Register of Shipping.**

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GENERAL REMARKS—

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.0 ft., R.Q.P. ft., Bridge 114.30 ft., Forecastle 41.4 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)

1 DK. (STL)

Official No. 147666. ; Signal Letters

State if Machinery is fitted aft No.

If bottom of Vessel has been coated Inside PART. Outside YES. give particulars of paint or other composition INSIDE. PART. CEMENT AS PER RULE OUTSIDE. ONE COAT OF RED LEAD TWO COATS OF ORDINARY.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. YES.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water C
Double bottom, aft,	123.66	371.	Fore peak tank,	✓	14
Double bottom, under Engines and Boilers,	18.66	71.	After peak tank,	✓	Area
Double bottom, if under Engines only,	23.33	✓	Deep tank, aft,	✓	Thickn
Double bottom, if under Boilers only, (DRY. TANK).	175.16	590.	Deep tank, forward,	✓	Diamet
Double bottom, forward,	Total capacity of double bottom	1032.	Other tanks, if fitted,		
* The wells are not to be included in the lengths of the tanks 340.80			(If necessary, furnish further information by sketch.)		
			State whether the above have been tested as required by the Rules YES.		

Order for Special Survey No. 2075

Date 15.12.22.

No. 754 in builder's yard.

DATES OF SURVEYS held while building

(1922) Dec. 4-6-7-8-12-13-20-21-22. (1923) Jan. 8-11-15-18-23-30. Feb. 2-7-9-12-15-20-27. Mar. 1-6-9-19-20-23-28-30. Apr. 5-11-17-20-24-26. May 2-8-16-20. Aug. 29. Sept. 11-14-18-24. Oct. 3-30. Nov. 1-14-16-20-28. Dec. 3-5-11-17-19-24-27 (1924) Jan. 3-14-16-17-21-23-30. Feb. 4-7-11-13-18-20-25-26-28. Mar. 4-5-10-14-17-20-25-27. Apr. 1-3-4-5-7-9-11-12-16-23-29-30. May 2-7-9-15-16-19-21-22.

Surveyor's Signature

Surveyor's Signature
Lloyd's Register Foundation