

COMPOSITE SHIP.

2572

Rev 30/7/66

18

No. 2512 Survey held at Glasgow

Date 27/1/67

on the steamasted ship "Quintero" in every

Master R. E. Baigley

Built at Glasgow When built 1878 Launched 8 June 1880

Tonnage under tonnage deck 191.03

Ditto of poop or spar deck

Ditto of engine room

Gross tonnage

Total Register tonnage 191.03

Built at Glasgow

By whom built

Port belonging to Liverpool

Destined Voyage Valparaiso

If Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	N ^o . of Decks
Length aloft	120.0	Extreme Breadth	20.1		9.0			One
(Dimensions of Ship per Register, length 120.0 breadth 20.1 depth 9.0)								
Inches in Ship.				Inches required per Rule.				
Keel, siding and moulding				Garboard Strakes, thickness				
,, plate, breadth and thickness				Garboard to Topsides ditto				
Stem, siding and moulding				Topsides ditto				
Fore deadwood plate, breadth and thickness				Sheerstrakes ditto				
Stern-post, siding and moulding				Planksheers ditto				
After deadwood plate, breadth and thickness				Water-Upper Deck				
Distance of Frames from moulding edge to moulding edge, all fore and aft				Ways Lower Deck				
Frames, Size of Angle Iron, single or double				Iron Sheerstrake, breadth and thickness				
,, Reversed Iron, to every frame				,, Bilge Plate ditto ditto				
,, and every other frame				Diagonal Plates on Frames				
Floors, depth and thickness of Floor Plate at Mid line				Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness				
,, Ditto ditto at Bilge Keelson				Angle Iron on ditto				
,, Size of Reversed Angle Iron, and N ^o . at top of Floor Plate				Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways				
,, If of Wood, siding & mould'g, at Mid. line				Diagonal Tie Plates on ditto				
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron				Flat of Upper Deck, thickness				
,, double or single Angle Iron, on upper edge				Ceiling betwixt Decks, thickness				
,, average space between				,, in Hold, thickness				
,, Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron				Clamps or Spirketting ditto				
,, double or single Angle Iron on edge				Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness				
,, average space between				Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams				
Keelson, single or double plate, box, or intercostal				Stringers in Hold				
,, Size of Plates				Flat of Lower Deck, thickness				
,, Size of Angle Irons				Diameter of Hold Pillars				
,, If of Wood, siding and moulding				Main piece of Rudder, diameter at head				
,, Side, single or double, plate, box, or intercostal				(Can the Rudder be unshipped afloat)				
,, Bilge (N ^o .) at each Bilge, single, or double, plate or box								

The Floors consist of

The Main piece of Rudder is of Windlass is

The Keel is The Main Keelson is and free from all defects.

The Stem, and Stern Post of

The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Deadwood, of and are free from all defects.

The Deck and Hold Beams of

The Breasthooks of The Knees of

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is

From the above named Height to the Light Water Mark

From the Light Water Mark to the Wales

The Wales and Black-strakes are

The Topsides & Sheerstrakes

The Spirketting and Planksheers

The Water-ways

The Decks State of

How fastened to Beams

The Shifts of the Planking are not less than Feet - - 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 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are

The Ceiling, Lower Hold, and between Decks

Shelf pieces and Clamps

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?

Planksheer, how secured to the plating of the sides

Explain by sketch

Waterway " " planksheer and to the Beams

if necessary.

Deck Beams, how secured to the side?

Hold or Lower Deck ditto

General Quality of Workmanship

No. of breasthooks

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

Manufacturer's name or trade mark

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

Builder's Signature

Surveyor's Signature

4140-541574

143

2512 Gls.

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft ..	✓	✓	1	Transoms and throats of Hooks	"	"	"	Hold Beam Bolts in	Waterway	"	"
Scarphs of Keel, No. 8	12	12	12	Arms of Hooks	"	"	"		Knees.....	"	"
Keelson Bolts through Keel at each Floor	"	"	"	Thro' Bilge and Limber Strakes	"	"	"	Deck Beam Bolts in	Shelf or Clamp	"	"
Bolts in Iron Keel Plate ..	Galv	18	"	Butt End Bolts ..	10	10	10		Waterway	"	"
				Pintles of the Rudder	2	2	2		Knees.....	"	"
									Shelf or Clamp	"	"
									Nails or Bolts in Flat of Deck	"	70

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 rivetting, quality of Materials, and if stamped with Maker's name.

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	179	1	18	1	18	Booms	3	1.1.8	9.9.14	7.1.1	9.7.5
2	Fore Top Sails,												
3	Fore Topmast Stay Sails,	Hempen Stream Cable..	90	2	10	0	10	Stream	1	2.3.0	---	3.3.0	
4	Main Sails,	Hawser	90	2	10	0	10						
5	Main Top Sails,	Towlines	90	2	10	0	10	Kedges	2	1.1.0	---	1.1.0	
6	and	Warp	90	2	10	0	10						
		All of <u>Good</u> quality.											
	Her Standing and Running Rigging	<u>Galv. Wire</u> <u>Ham</u> sufficient in size and <u>Good</u> in quality.											
	She has <u>One</u> Long Boat and <u>one</u> Life Boat												
	The present state of the Windlass is <u>new</u> Capstan <u>new</u> and Rudder <u>new</u> Pumps <u>new</u> and efficient												

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought
No. <u>444</u>	Surveys held	2nd. On the plating during the progress of rivetting <u>Built under Special Survey</u>
Date <u>April 1866</u>	while building	3rd. When the beams were in and fastened, and before the decks were laid <u>from the 12th Apr^l to the 27th July 1866</u>
Order for Ordinary Survey	as per	4th. When the ship was complete, and before the plating was finally coated
No. <u>---</u>	Section 18.	5th. After the ship was launched
Date <u>---</u>		
	State if she has a Spar Deck <u>No</u> Poop <u>No</u> or Forecastle <u>No</u>	

General Remarks,

Fitted with an extra stringed in flat of Bottom formed of two Angle Bars 3x3x50; Bilge Nelson and Side Stringed of similar Angle Bars.
The outside Planking though fastened with 10 Yellow Metal Nut and Screw Bolts to the height of four fifths the depth of Hold. The remainder of Galvanized Iron; and in all other respects as per accompanying approved Midship Section

In what manner are the surfaces of Iron Work preserved from oxidation by Put Red and Oil Paints
Present condition of Caulking of Bottom Good Deck Good and Waterways Good
If Sheathed, Doubled, Felted, or Coppered 2nd In^o on felt When last done now done
I am of opinion this Vessel should be Classed GA. 1
The Amount of the Fee.....£ 2 : : : is received by me,
Special£ 9 : : :
Certificate£ 10 : : :
Sub M

Committee's Minute 31st July 1866

Character assigned A 1 for 9 Years
Expt BS from Frame-planked 30 July 1866
MT

