

STEEL IRON SHIP.

(Received at London Office, Rec'd 21st July 1884)

No. 6504 Survey held at Glasgow Date, First Survey 13 Feb 1884 Last Survey 16th July 1884

On the Steel Screw Steamer "Gran Chaco Argentino" (Two masts)

TONNAGE under Tonnage Deck 803.74

Ditto of Third, Spar, or Awning Deck Hatchways 41

Ditto of Poop, or Raised Or. Dk. 10.51

Ditto of Houses on Deck 10.51

Ditto of Forecastle 10.51

Gross Tonnage 814.66

Less Crew Space 43.02

Less Engine Room 760.69

Register Tonnage as cut on Beam 510.95

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAN, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 12.88

Depth from upper part of Keel to top of Upper Deck Beams 12.4

Girth of Half Midship Frame (as per Rule) 23.34

1st Number 49.62

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 198.3

2nd Number 9839

Proportions—Breadths to Length 7.0

Depths to Length—Upper Deck to Keel 15.98

Main Deck ditto

Master Wilkinson

Built at Whiteinch, Glasgow

When built 1884 Launched 12 June

By whom built Wilson & Macdonald

Owners Torrado & Molino

Residence Buenos Ayres

Port belonging to Buenos Ayres

Destined Voyage Buenos Ayres

If Surveyed while Building, Afloat, or in Dry Dock.

Which building, afloat, or in dry dock.

LENGTH on deck as per Rule 198.3 BREADTH—Moulded 27.76 DEPTH top of Floors to Upper Deck Beams 12.4 Do. do. Main Deck Beams 12.4 Power of Engines 95 H.P. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 204.4 breadth, 27.3 depth, 18.0 Moulded depth 12.4

KEEL, depth and thickness 6 x 2 1/2

STEM, moulding and thickness 6 x 2 1/2

STERN-POST for Rudder do. do. 6 1/2 x 4 1/2

" " for Propeller 6 1/2 x 4 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 22

FRAMES, Angle Iron, for 1/2 length amidships 3 3 10 3 3 10

Do. for 1/4 at each end 3 3 8 3 3 8

REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 8 2 1/2 2 1/2 8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 14 10 14 10

" thickness at the ends of vessel 8 8

" depth at 1/4 the half-bdth. as per Rule 7 7

" height extended at the Bilges 20 20

BEAMS, Upper, Spar, or Awning Deck 6 2 1/2 11 6 2 1/2 11

Single or double Angle Iron on Upper Edge 44 44

Average space 6 1/2 3 15 6 1/2 3 15

BEAMS, Main, or Middle Deck 6 1/2 3 15 6 1/2 3 15

Single or double Angle Iron on Upper Edge 44 44

Average space 44 44

BEAMS, Lower Deck 6 1/2 3 15 6 1/2 3 15

Single or double Angle Iron on Upper Edge 44 44

Average space 44 44

BEAMS, Hold, or Orlop 6 1/2 3 15 6 1/2 3 15

Single or double Angle Iron on Upper Edge 44 44

Average space 44 44

KEELSONS Centre line, single or double plate, 12 15 12 15

" Rider Plate 8 1/2 15 8 1/2 15

" Bulb Plate to Intercoastal Keelson 4 3 10 4 3 10

" Angle Iron Side Keelson 4 3 10 4 3 10

" Side Intercoastal Plate 10 10

" Attached to outside plating with angle iron 3 3 10 3 3 10

BILGE Angle Iron 4 3 10 4 3 10

" do. Bulb Iron 6 1/2 10 6 1/2 10

" do. Intercoastal plates riveted to plating for length 10 10

BILGE STRINGER Angle Iron 4 3 10 4 3 10

Intercoastal plates riveted to plating for length 10 10

SIDE STRINGER Angle Irons

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 main deck and to 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 1/2 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 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16" thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 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 No. of Breasthooks, 4 Crutches, deep floors

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

Manufacturer's name or trade mark, Frames & Keelsons frames, DeBorall; floor stringers & bulkheads, DeBorall; plating, DeBorall; beams, DeBorall; keelsons, DeBorall.

The above is a correct description.

Builder's Signature, Wilson & Macdonald

Surveyor's Signature, G. Stansbury

Surveyor to Lloyd's Register of British and Foreign Shipping.

6597. Yls.

Are the fillings between the ribs and plates solid single pieces? *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*

State also Length and Diameter of Lower Masts and Bowsprit *There are two masts of pitch pine carrying an auxiliary schooner rig.*

Order for Special Survey No. <u>1926</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>1884 - Feb. 13, 20, 20; Mar. 6, 10, 14, 24, 27; April 2, 7</u>
Date <u>Feb 4 1884</u>		2nd. On the plating during the process of riveting	<u>14, 18, 25; May 1, 2, 23, 30; June 3, 10, 13, 14; 18, 23, 26</u>
Order for Ordinary Survey No. <input checked="" type="checkbox"/>		3rd. When the beams were in and fastened, and before the decks were laid.... }	<u>30. July 5, 9, 14, 16,</u>
Date <u>✓</u>		4th. When the ship was complete, and before the plating was finally coated or cemented.. }	
No. <u>129</u> in builder's yard.		5th. After the ship was launched and equipped	
State dates of letters respecting this case		<u>1884, Jan 31st, Feb 5th, & 19th; May 13th</u>	

This vessel has been built in accordance with the approved sketch herewith and in other respects in conformity with the rules. The workmanship and material are good throughout. The fore and after peaks were tested before the launch by being filled with water. The steel used in the construction of the vessel has been tested at the manufacturers in accordance with the Committee's requirements.

The freeboard as approved (per Secretan's letter 31 Jan. '84), namely 1 ft 4½ in to a wood main deck, has been correctly marked on the sides of the vessel in accordance with Circular No. 472*. The freeboard to the awning deck is 8 ft. 4 ins., and the allowance for fresh water is 3 inches.

The accompanying letter, dated 6 June '84, signed H. J. Bosldo, shows that No. 1. bower anchor has been subjected to the required drop test with satisfactory results.

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside cement and paint Outside paint

I am of opinion this Vessel should be Classed 100 A.1. Steel, running deck, Freeboard - 1 ft 4 1/2 in
 The amount of the Entry Fee£ 3 : 0 : 0 is received by me, (Signature) 8 ft 4 in.

Special£ 38: 12: 0 16/4 1884

(to be sent as per margin). Certificate ... 0: 0: 0

J. Stanbury
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned 100A Steel
L.A.C.P. 1 Dk Steel and Curing Dk
Henry Dixon Frederick Spent 4 1/2 days
Spent 4 mos & 4 days