

IRON SHIP.

No. 6628 Survey held at Port Glasgow Date, First Survey 23 July 1843 Last Survey 18 Sept 1844

On the Steamer Amaranas Yard Number 5E Master Sims

TONNAGE under 1615.89 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Tonnage Deck 1615.89 SPAR, OR MANNING DECKED VESSEL.

Ditto of Third, Spar, or Avoing Deck. 21.81 HALF BREADTH (moulded) 19.9

Ditto of Poop, 21.81 DEPTH from upper part of Keel to top of Upper Deck Beams 22.85

Ditto of Houses on Deck 325.04 GIRTH of Half Midship Frame (as per Rule) 35.9

Ditto of Forecastle 56.42 1st NUMBER 48.65

Grave Tonnage 2019.16 1st NUMBER, if a THREE-DECKED VESSEL

Less Space 2019.16 deduct 7 feet 301.5

Less Engine Room 646.13 LENGTH 23.412

Register Tonnage 1343.03 2nd NUMBER 4.5

as cut on Beam 1343.03 PROPORTIONS—Breadths to Length 13.1

Depths to Length—Upper Deck to Keel 13.1

Main Deck ditto 13.1

Built at Port Glasgow

When built 1843: 4/4 Launched 19 June 1844

By whom built John Reid & Co

Owners Compania Sudamericana de Vapores

Port belonging to Valparaiso

Destined Voyage Valparaiso

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 301.5 Breadth Moulded 39.8 DEPTH top of Floors to Upper Deck Beams 20.85 Power of Engines 400 Horse. 400 N° of Decks with flat laid Three N° of Tiers of Beams Three

Dimensions of Ship per Register, length, 301.4 breadth, 38.9 depth, 20.45

Identification (Dimensions not given) Scout & Cargo Register

KEEL, depth and thickness 10x24 Inches in Ship. 10x24 Inches per Rule.

STEM, moulding and thickness 10x24 Inches in Ship. 10x24 Inches per Rule.

STEEN POST for Rudder do. do. 10x52 Inches in Ship. 10x52 Inches per Rule.

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 90A)

FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships 5x3 Inches in Ship. 5x3 Inches per Rule.

Do. for $\frac{1}{2}$ at each end 5x3 Inches in Ship. 5x3 Inches per Rule.

REVERSED FRAMES, Angle Iron 3x3 Inches in Ship. 3x3 Inches per Rule.

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 Inches in Ship. 24 Inches per Rule.

thickness at the ends of vessel 9x8 Inches in Ship. 9x8 Inches per Rule.

depth at $\frac{1}{2}$ the half-bdth. as per Rule 12 Inches in Ship. 12 Inches per Rule.

height extended at the Bilges 48 Inches in Ship. 48 Inches per Rule.

BEAMS, Upper, Spar, or Avoing Deck 4x2 Inches in Ship. 4x2 Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron 4x2 Inches in Ship. 4x2 Inches per Rule.

Single or double Angle Iron on Upper edge 4x2 Inches in Ship. 4x2 Inches per Rule.

Average space 48 Inches in Ship. 48 Inches per Rule.

BEAMS, Main or Middle Deck 9x2 Inches in Ship. 9x2 Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron 9x2 Inches in Ship. 9x2 Inches per Rule.

Single or double Angle Iron on Upper Edge 3x2 Inches in Ship. 3x2 Inches per Rule.

Average space 48 Inches in Ship. 48 Inches per Rule.

BEAMS, Lower Deck, Hold or Orlop 9x2 Inches in Ship. 9x2 Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron 9x2 Inches in Ship. 9x2 Inches per Rule.

Single or double Angle Iron on Upper Edge 3x2 Inches in Ship. 3x2 Inches per Rule.

Average space 48 Inches in Ship. 48 Inches per Rule.

KEELSONS Centre line, single or double plate, 19 Inches in Ship. 19 Inches per Rule.

Box or Intercoastal Plates 19 Inches in Ship. 19 Inches per Rule.

Rider Plate 9 Inches in Ship. 9 Inches per Rule.

Bulb Plate to Intercoastal Keelson 9 Inches in Ship. 9 Inches per Rule.

Angle Irons 6x4 Inches in Ship. 6x4 Inches per Rule.

Double Angle Iron Side Keelson 6x4 Inches in Ship. 6x4 Inches per Rule.

Side Intercoastal Plate 24 Inches in Ship. 24 Inches per Rule.

do. Angle Irons 6x4 Inches in Ship. 6x4 Inches per Rule.

Attached to outside plating with angle iron 3x3 Inches in Ship. 3x3 Inches per Rule.

BILGE Angle Irons 6x4 Inches in Ship. 6x4 Inches per Rule.

do. Bulb Iron 9x2 Inches in Ship. 9x2 Inches per Rule.

do. Intercoastal plates riveted to plating for length 9x2 Inches in Ship. 9x2 Inches per Rule.

BILGE STRINGER Angle Irons 6x4 Inches in Ship. 6x4 Inches per Rule.

Intercoastal plates riveted to plating for length 9x2 Inches in Ship. 9x2 Inches per Rule.

SIDE STRINGER Angle Irons 6x4 Inches in Ship. 6x4 Inches per Rule.

Transoms, material. Knight-heads. Hawse Timbers. Spon

Windlass Spon Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 4/8 in. Rivets, about 4 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to above Hold Beams and to Main Deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

LATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 52 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 4/8 in. diameter, averaging 32 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 4/8 in. diameter averaging 32 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 single riveted; with rivets 4/8 in. diameter, averaging 32 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 4/8 in. diameter, averaging 32 ins. from cr. to cr.

Edges of Main Sheerstrake, double 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 length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length length.

Breadth of laps of plating in double riveting 5 1/2 ins. Breadth of laps of plating in single riveting length

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

Wa how secured to Beams Spon Gunter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 14 Crutches, 14

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

Manufacturer's name or trade mark, Coxs Angles Bochannon Plates

The above is a correct description.

Builder's Signature, John Reid Surveyor's Signature, H. B. ...

(22,575).

IRON 458-0338

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 13293 Iron
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? None

Masts, Bowsprit, Yards, &c., are Iron & Wood 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 Pole Masts

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES.										
1	Fore Sails,	Chain	135	1 1/2	59 1/2 B.S. 8225	1 1/2	Bowers	1468	32.2.24	30.13.0.0	32.0.0.0	30 3/4
1	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	135	1 1/2	59 1/2 B.S. 8225	1 1/2	(State Machine where Tested, Date, and name of Superintendent.)	1469	32.0.0.0	30.2.2.0	32.0.0.0	30 3/4
1	Fore Topmast Stay Sails	Cluster Mousing House - Andrew S. Jack						1470	26.1.24	26.0.0.0	24.0.0.23	26 3/4
	Main Sails,	Hamper Strm Cbl	90	1	1 1/2	11	Chester Mousing House - 11 July 1874.					
	Main Top Sails,	Hawser ...	90	10	1 1/2	11	Andrew S. Jack Superintendent					
	and others as usual.	Towlines ...	90	9	1 1/2	4	Stream ...	1	13.0.24		13.0.0.0	
		Warp ...	90	16	1 1/2	4	Kedges ...	1	4.0.18		6.2.0	
		quality good	130								34.0.0	

Standing and Running Riggings Wire & Hemp sufficient in size and good in quality. She has Two Life Boats and Six Moors.
The Windlass is Paul's Patent Capstan Steam Rudder Efficient Pumps One to each Compartment
Engine Room Skylights. How constructed Span Corrugated Galvanized Sheet Iron secured in ordinary weather By Bars Guard Rails with Canvas
What arrangements for deadlights in bad weather? Sanpaulings
Coal Bunker Openings. How constructed Cast iron Rims Hoops How are lids secured? By Bars Height above deck? Flush
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways. How formed? Span Comings

State size Main Hatch. None For hatchways 12.0 x 7.0 one on each side Quarter hatch 8.0 x 6.0 one on each side

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>644</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>Built under S.S. and purveyed 1873 - July 22, 24.</u>
Date <u>23 July 1873</u>		2nd.	On the plating during the process of riveting	<u>August 6, 11, 13, 19, 22, 26, Sept 2, 5, 11, 16, 22, 26, Oct 4, 13, 23, 25, 29.</u>
Order for Ordinary Survey No. <u>645</u>		3rd.	When the beams were in and fastened, and before the decks were laid...	<u>Nov 4, 5, 10, 12, 14, 21, 24, 26, 29. Dec 4, 12, 16, 26 - 1874. Jan 8.</u>
Date <u>23 July 1873</u>		4th.	When the ship was complete, and before the plating was finally coated or cemented...	<u>14, 24, 31. Feb 4, 16, March 2, 9, 21, April 1, 9, 16, May 14, 22.</u>
No. <u>5/E</u> in builder's yard.		5th.	After the ship was launched and equipped	<u>June 16, August 10, 14, 24, Sept 9, 18.</u>

General Remarks, (State quality of workmanship &c.)

This Vessel is similar in construction as the two former Vessels built by this firm for the same Owners, designated 4/y & 4/z. Reports of Survey N^os 6420 & 6508. - She is rigged as a fore and aft Schooner, and has a full Forecastle to which is attached a Shade Deck extending aft to the Stern supported upon Iron Pillars and open at the sides; she is fitted with a double bottom in fore and after Holds for water ballast, measuring respectively 102 ft and 66 feet, the plating on top being 9/16 thick and 7/16 at the sides as approved by the Committee in letter dated 8th August 1873, when the scantlings and arrangements as shown on midship section herewith appended were submitted. - In way of Coal Bunkers a Box Stringer is fitted 24 x 15 formed of plates 9/16 thick as shown in sketch attached herewith and sanctioned by Committee. - The fore and after Hatchways are fitted on each side of the middle line near the sides; the Comings (round at corners) and Head-ledges to which, being of Iron, are attached to broad tie plates and diagonals as compensation for cutting the Stringer plates on Beam ends as shown on sketch herewith appended, and sanctioned by the Committee in letter dated 20th November 1873. - The workmanship and materials are of the best description. -

State if one, two or three decked vessel, or if open or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement Water Paint Red Lead Paint Outside Four Coats of Paint

I am of opinion this Vessel should be Classed 90 A 1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,

Sept 1874 Special ... £ 45 : 9 : 6 23 Sept 1874

Certificate ... £ 80 : 9 : 6

(Travelling Expenses)

(if any) £

Committee's Minute 25th September 1874

Character assigned 90 A 1

M.B. & C.

29 Banks & Shade Deck

This vessel appears eligible to be classed as recommended 90 A 1 Lloyd's Register Foundation