

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office MON OCT 23 1911

State if Report is also sent on the Machinery of the Vessel Yes

Date of completion of report

Port of NEWCASTLE ON TYNE

No. 61217

Survey held at

Date, First Survey 26<sup>th</sup> Jun 1911

Last Survey 18<sup>th</sup> Nov 1911

On the

S.S. Acajutla

Rig Schooner

TONNAGE under

962.26

CLASS 100 A.1.

FEET.

Master Woods

Do. between Tonnage Dk. and 3rd and 4th Dk.

Breadth (greatest moulded)

33.33

Year of appointment

(1) As Master in service of owner of present vessel: 1911  
(2) As Master of this vessel: 1911

Total under Upper Dk.

Depth, at middle of length from top of keel to top of upper deck beams at side

21.50

Built at Walker Newcastle

Do. of Poop

Transverse Number

54.83

When built 1911 Launched 25<sup>th</sup> Sep 1911

Do. of Bridge House

Length on deck from fore part of stem to after part of stern post

206

By whom built Lyan Hunter & Wigham Richardson

Do. of Forecastle

Longitudinal Number

11294

Owners The Salvador Railway Co

Do. of Houses on Dk.

Depth "d" at middle of length (See Secs. 2 & 13)

11.51

Managers

Do. of excess of Hatchways

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

9.51

Residence 788<sup>th</sup> Lane London E.C.

Do. above Crown of Engine Room

Do. of Poop

29.46

Port belonging to London

Gross Tonnage

Do. of Bridge House

148.69

Destined Voyage Tehuantepec

Less Crew Space

Do. of Forecastle

64.17

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

Less above Crown of Engine Room

Do. of Houses on Dk.

23.19

TONNAGE FOR FEES

Do. of excess of Hatchways

1082.92

Do. of Poop

Do. of Bridge House

420.10

Do. of Forecastle

Do. of Houses on Dk.

9.30

Do. of excess of Hatchways

Do. of Poop

653.32

Do. of above Crown of Engine Room

Do. of Bridge House

206

Do. of Poop

Do. of Forecastle

33

Do. of Houses on Dk.

Do. of excess of Hatchways

19

Do. of above Crown of Engine Room

Do. of Poop

12

Do. of Forecastle

Do. of Houses on Dk.

5

Do. of excess of Hatchways

Do. of above Crown of Engine Room

1

Do. of Poop

Do. of Forecastle

2

Do. of Houses on Dk.

Do. of excess of Hatchways

2

Do. of above Crown of Engine Room

Do. of Poop

2

Do. of Forecastle

Do. of Houses on Dk.

2

Do. of excess of Hatchways

Do. of above Crown of Engine Room

2

Do. of Poop

Do. of Forecastle

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Do. of Poop

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Do. of above Crown of Engine Room

Do. of Poop

2

Do. of Forecastle



See Mob. Rep. 10812 of 17.49 for new keel plan

| WEB FRAMES.   |  |  |  | FORGINGS OR CASTINGS.   |  |  |  |
|---|--|--|--|---|--|--|--|
| Inches in Ship.   |  |  |  | Inches in Ship.   |  |  |  |
| WEB-FRAMES, In Fore Body, No. and spacing                             |  |  |  | KEEL, Bar, depth and thickness  |  |  |  |
| " " " " brdth. & thickness  |  |  |  | STEM, moulding and thickness  |  |  |  |
| " No. of Side Stringers " "   |  |  |  | STERN-POST for Rudder do. do.   |  |  |  |
| WEB-FRAMES, In E. & B. Space, No. and spacing                         |  |  |  | " for Propeller   |  |  |  |
| brdth. & thickness  |  |  |  | RUDDER—A x D Table 22. Speed 11   |  |  |  |
| WEB-FRAMES, In After Body, No. and spacing                            |  |  |  | " Main-Piece, diameter at head  |  |  |  |
| brdth. & thickness  |  |  |  | " " " " at heel   |  |  |  |
| " No. of Side Stringers " "   |  |  |  | " " " " " "   |  |  |  |
| Size of Face Angles to Web-Frames                                     |  |  |  | " " " " " "   |  |  |  |
| BRACKET PLATES to Stringers between                                   |  |  |  | " " " " " "   |  |  |  |
| Web Frames, depth and thickness                                       |  |  |  | " " " " " "   |  |  |  |
| BULKHEADS.  |  |  |  | RUDDER, how constructed   |  |  |  |
| Number. Thickness. Horizontal. Vertical. Single or Double. Height up. |  |  |  | " Thickness of Plates on Single Plate   |  |  |  |
| W.T. BULKHEADS  |  |  |  | Can the Rudder be unshipped afloat?   |  |  |  |
| COLLISION " "   |  |  |  | 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 |  |  |  |
| PARTITION " "   |  |  |  | Plates, Plating, &c.?   |  |  |  |
| LONGITUDINAL " "  |  |  |  | Consell Iron Co. South Durham S.D. Co.  |  |  |  |
| Are the outside Plates doubled two spaces of Frames in length?        |  |  |  | Sorman Long & Co.   |  |  |  |
| Are the Side Plates and Watertight Doors in efficient working order?  |  |  |  | Cargo Fleet S. Co.  |  |  |  |
| PLATING.  |  |  |  | RIVETING.   |  |  |  |
| AS IN SHIP.   |  |  |  | EDGES.  |  |  |  |
| STRAKES.  |  |  |  | BUTTS.  |  |  |  |
| FLAT PLATE KEEL   |  |  |  | Double or Treble and for what Length.   |  |  |  |
| GARBOARD OF A Strake  |  |  |  | RIVETS.   |  |  |  |
| State actual thickness in way of Double Bottom.                       |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| Sheerstrake   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| G   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| H   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| I   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| J   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| K   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| L   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| M   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| N   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| O   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| P   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| Q   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| R   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| S   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| T   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| U   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| V   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| W   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| THICKNESS OF SHEERSTRAKE  |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| CLEAR OF LONG BRIDGE  |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| DO. OF STRAKE BELOW   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| DECK OF Flat Plate Keel   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| " Sheerstrakes  |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| Length and thickness.   |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| POOP SIDES  |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| SHORT BRIDGE SIDES  |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| FORECASTLE SIDES  |  |  |  | Diam. Spacing or to cr.   |  |  |  |
| Upper Deck  |  |  |  | Butts of Side Stringers   |  |  |  |
| Stringer Plate  |  |  |  | " Tie Plates  |  |  |  |
| Second Deck   |  |  |  | Inner Bottom Plating, riveting of Edges   |  |  |  |
| Stringer Plate  |  |  |  | Centre Girder Butts   |  |  |  |
| Frames, riveted through Plates with                                   |  |  |  | Keelson Butts   |  |  |  |
| Rivets, state whether Iron or Steel                                   |  |  |  | Rivets, state whether Iron or Steel   |  |  |  |
| FRAMES extend in one length from                                      |  |  |  | to Upper & F. x decks   |  |  |  |
| REVERSED FRAMES on floors and frames extend from                      |  |  |  | margin plate  |  |  |  |
| MASTS, SPARS, &c.   |  |  |  | MASTS, SPARS, &c.   |  |  |  |
| LOWER MASTS   |  |  |  | MAIN MAST   |  |  |  |
| Bowsprit  |  |  |  | Topmasts, Yards and Remainder of Spars  |  |  |  |
| Rigging, Material and Size, Shrouds                                   |  |  |  | Stays   |  |  |  |
| Sails   |  |  |  | Sails, and the following spare sails  |  |  |  |

| EQUIPMENT No. 11867   |         | LETTER 72                |         | ANCHORS.             |         | TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS |         |
|---|---------|--------------------------|---------|----------------------|---------|--|---------|
| Number of Certificate   | 14728   | Weight, Ex. Stock        | 25 0 0  | Weight of Stock      | 24 15 0 | Test, Per Certificate                      | 24 1 10 |
| 1st Bower   | 14729   | 1st Bower                | 24 3 0  | 1st Bower            | 24 10 2 | 1st Bower                                  | 24 1 10 |
| 2nd "   | 14730   | 2nd "                    | 24 2 21 | 2nd "                | 24 10 2 | 2nd "                                      | 24 1 10 |
| 3rd "   |         | 3rd "                    |         | 3rd "                |         | 3rd "                                      |         |
| 4th "   |         | 4th "                    |         | 4th "                |         | 4th "                                      |         |
| Collective weight   | 74 1 21 | Collective weight        | 74 1 21 | Collective weight    | 74 1 21 | Collective weight                          | 74 1 21 |
| Stream  | 38098   | Stream                   | 6 2 24  | Stream               | 9 0 0   | Stream                                     | 6 2 0   |
| Kedge   | 38099   | Kedge                    | 3 2 10  | Kedge                | 3 18 6  | Kedge                                      | 3 2 0   |
| CHAIN CABLES.   |         |                          |         |                      |         |  |         |
| Number of Certificate   | 39400   | Length and size supplied | 150 3/4 | Test per Certificate | 150 3/4 | Weight of Chain Cable                      | 150 3/4 |
| 1st "   | 14955   | 1st "                    | 15 1/2  | 1st "                | 15 1/2  | 1st "                                      | 15 1/2  |
| 2nd "   | 14956   | 2nd "                    | 15 1/2  | 2nd "                | 15 1/2  | 2nd "                                      | 15 1/2  |
| 3rd "   |         | 3rd "                    |         | 3rd "                |         | 3rd "                                      |         |
| 4th "   |         | 4th "                    |         | 4th "                |         | 4th "                                      |         |
| 5th "   |         | 5th "                    |         | 5th "                |         | 5th "                                      |         |
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| Boats 2 Rife Cutters 1 Pug 1 Dingy  |         |                          |         |                      |         |  |         |
| Pumps, Number 5-4 1/2 1-3 1/2 1-3 1/2 1-3 1/2   |         |                          |         |                      |         |  |         |
| Windlass is Iron Patent   |         |                          |         |                      |         |  |         |
| Engine Room Skylights—How constructed? Steel plates   |         |                          |         |                      |         |  |         |
| Coal Bunker Openings—How constructed? Flush rings   |         |                          |         |                      |         |  |         |
| Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 Scuppers each side Open rails  |         |                          |         |                      |         |  |         |
| Ceiling in Holds, thickness and material 3/4" W.P. Over-limbers & under-limbers 1/2" W.P.   |         |                          |         |                      |         |  |         |
| Cargo Hatchways—How formed? Steel coamings  |         |                          |         |                      |         |  |         |
| State size No. 1 Hatch (Forward) 11-6 x 12-0 No. 2 Hatch 15-4 x 14-0 No. 3 Hatch 17-3 x 12-3 No. 4 Hatch 17-3 x 12-3  |         |                          |         |                      |         |  |         |
| Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 Web plate in No. 1, 2 in No. 2 and 3 in No. 3  |         |                          |         |                      |         |  |         |
| No. of Breasthooks 3 No. of Crutches 2 1/2 deep floors  |         |                          |         |                      |         |  |         |
| Bulwarks, height above deck and description 42" x 25"   |         |                          |         |                      |         |  |         |
| The foregoing is a correct description.   |         |                          |         |                      |         |  |         |
| Builder's Signature (here only) G. J. Hunter  |         |                          |         |                      |         |  |         |
| Surveyor's Signature E. J. Milton   |         |                          |         |                      |         |  |         |
| Surveyor to Lloyd's Register of British and Foreign Shipping.   |         |                          |         |                      |         |  |         |
| Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)   |         |                          |         |                      |         |  |         |
| M. 31.5.11. 14.6.11.  |         |                          |         |                      |         |  |         |
| Workmanship. Are the butts of plating planed or otherwise fitted? Lapped & planed.  |         |                          |         |                      |         |  |         |
| Is the riveted work properly closed? Yes  |         |                          |         |                      |         |  |         |
| Are the liners between the frames 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 facing surfaces? Yes  |         |                          |         |                      |         |  |         |
| Do any rivets break into or through the seams or butts of the plating? A few  |         |                          |         |                      |         |  |         |
| Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes  |         |                          |         |                      |         |  |         |
| Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes   |         |                          |         |                      |         |  |         |
| State results of tests Good   |         |                          |         |                      |         |  |         |
| Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes  |         |                          |         |                      |         |  |         |
| State results of tests Good   |         |                          |         |                      |         |  |         |
| General Remarks (State quality of workmanship, &c.)   |         |                          |         |                      |         |  |         |
| This vessel has been built in accordance with the Rules, the approved plans and the Secretary's letters quoted above.   |         |                          |         |                      |         |  |         |
| The workmanship and materials are good throughout.  |         |                          |         |                      |         |  |         |
| The lower part of the bunkers have been prepared structurally, as per approved plans, for the carrying of oil fuel, if the owners decide to do so, but none of the remaining requirements of the Rules for carrying liquid fuel see 49 have been complied with. |         |                          |         |                      |         |  |         |
| The approved plans of Midship Section, Profile & Deck, Oil fuel Tanker Bulkheads and Pumping plans are forwarded herewith.  |         |                          |         |                      |         |  |         |
| S.S. Salvador. Yard No 824, 293 in Register Book is a similar vessel  |         |                          |         |                      |         |  |         |
| Report. Nov. 57394  |         |                          |         |                      |         |  |         |
| The Surveyor should state the Number of Report and Name of any Sister Vessel.   |         |                          |         |                      |         |  |         |
| The amount of Entry Fee £ 4 : 0 : 0   |         |                          |         |                      |         |  |         |
| Special Survey Fee £ 52 : 1 : 6   |         |                          |         |                      |         |  |         |
| 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 A.I. Steel  |         |                          |         |                      |         |  |         |
| With or without Freeboard, as condition of Class Without  |         |                          |         |                      |         |  |         |
| Surveyor to Lloyd's Register of British and Foreign Shipping.   |         |                          |         |                      |         |  |         |
| Committee's Minute  |         |                          |         |                      |         |  |         |
| Character assigned 100 A.I.   |         |                          |         |                      |         |  |         |
| Lloyd's A.D.C.O.  |         |                          |         |                      |         |  |         |
| + Lmb. 10.11  |         |                          |         |                      |         |  |         |



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop \_\_\_\_\_ ft., R.Q.D. \_\_\_\_\_ ft., Bridge \_\_\_\_\_ ft., Forecastle 26.10 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 2 1/2 (lower steel) Upper Teak.

Official No. 132623 ; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft No  
How are the surfaces preserved from oxidation? Inside Portland cement & Paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cell & G.

| Where Fitted.                             | *Length.<br>Feet.               | Water Capacity.<br>Tons. | Where Fitted.  | *Length.<br>Feet. | Water Capacity.<br>Tons. |
|---|---------------------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft,                       | <u>40.3</u>                     | <u>30</u>                | Fore peak tank,  |                   |                          |
| Double bottom, under Engines and Boilers, |                                 |                          | After peak tank,                                       | <u>9.7</u>        | <u>10</u>                |
| Double bottom, if under Engines only,     | <u>15.4</u>                     | <u>20</u>                | Deep tank, aft,  |                   |                          |
| Double bottom, if under Boilers only,     |                                 |                          | Deep tank, forward,                                    |                   |                          |
| Double bottom, forward,                   | <u>93.11</u>                    | <u>110</u>               | Other tanks, if fitted,                                |                   |                          |
|   | Total capacity of double bottom | <u>160</u>               | (If necessary, furnish further information by sketch.) |                   |                          |

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. 4286

Date 8.8.1911

No. 868 in builder's yard.

DATES of Surveys held while building

1911  
Jan. 26. 28. 30. Feb. 6. 7. 10. 12. 17. 21. 27. Aug. 1. 3. 8. 15. 22. 24. 28. Sep. 1. 5. 7. 11. 12. 15. 18. 20. 21. 22. 23.  
25. 28. Oct. 2. 5. 6. 9. 10. 11. 13. 16. 18.

Total No. of Visits 39

Surveyor's Signature

E. J. Mutton

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