

WOOD SHIP

BILBAO REPORT

No. 5399

JUN. 1919

No. 17 Survey held at *Pasajes* Date, First Survey *19-7-1918* Last Survey *23-5-1919*
on the *Three masted wood ship. EX PASAJES SAN JUAN "NOW SANTA ANA"* Master *not now fit*

TONNAGE under Tonnage Deck *149.85*
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on deck
Ditto of Forecastle
Gross Tonnage *186.64*
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room *NET TONNAGE 165.66*
Register Tonnage, as a Steamer, cut on the Beam
Built at *Pasajes* When built *1919* Launched *13-3-19*
By whom built *ASTILLEROS DE PASAJES* Owners *COM. MARITIMA SANTA ANA*
Port belonging to *SAN SEBASTIAN* Destined Voyage *✓*
If Surveyed while Building, Afloat, or in Dry Dock *yes*

Length as per Section 39	Feet. 39	Inches.	Extreme Breadth Outside...	Feet. 23	Inches. 11	Depth of Hold	Feet. 10	Inches. 3	No. of Decks with Flat laid	one
Length of Keel	94	10	Round of Beam	4	3/4	Depth from limber-strakes to under side of lower deck beam	10	3	No. of Tiers of Beams	one
						Depth, Moulded	11	11 1/4		

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.			In Ship.	Per Rule, or as Approved.	
TIMBER AND SPACE							Garboard Strakes	63	63	Length <i>101.2'</i> breadth <i>24.2'</i> depth <i>10.65'</i>
Floors <i>Double</i>		<i>127 x 253</i>			<i>127 x 253</i>		Garboard to Bilge	63	63	
1st Foothooks		<i>127 x 253</i>			<i>127 x 253</i>		Bilge Planks	63	63	
2nd Ditto		<i>127 x 170</i>			<i>127 x 170</i>		Bilge to Wales	63	63	
3rd Ditto		<i>127 x 150</i>			<i>127 x 146</i>		Wales	<i>101</i>	<i>101</i>	
Top Timbers		<i>127 x 150</i>			<i>127 x 146</i>		Topsides	<i>76</i>	<i>76</i>	
Deck Beams No. <i>33</i> Average Space <i>1000</i>		<i>202 x 202</i>			<i>202 x 202</i>		Sheer Strakes	<i>76</i>	<i>76</i>	
Deck Beams, length amidships		<i>6.700</i>			<i>6.604</i>		Plank Sheers	<i>114</i>	<i>114</i>	
Hold Beams No. <i>✓</i> Average Space <i>✓</i>		<i>✓</i>			<i>✓</i>		Water Upper Deck	<i>114</i>	<i>114</i>	
Hold Beams, length amidships		<i>✓</i>			<i>✓</i>		Ways Lower Deck	<i>✓</i>	<i>✓</i>	
Keel		<i>305 x 305</i>			<i>305 x 305</i>		Ditto, faying surface against Timbers	<i>114</i>	<i>114</i>	
Scarp of Ditto		<i>1400</i>			<i>1400</i>		Upper deck	<i>63</i>	<i>63</i>	
Keelsons		<i>300 x 300</i>			<i>279 x 279</i>					
Scarp of Ditto		<i>1500</i>			<i>1500</i>					

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.		Copper or YM in Ship.	Iron in Ship.	Size required per Rule.		Copper or YM in Ship.	Iron in Ship.	Size required per Rule.
Heel-Knee, and Deadwood abaft	<i>✓</i>	<i>25</i>	<i>25</i>	Transoms and throats of Hooks	<i>✓</i>	<i>30</i>	<i>30</i>	Hold Beam Waterway	<i>✓</i>	<i>✓</i>	<i>✓</i>
Scarp of Keel, No. <i>7</i>	<i>19</i>	<i>✓</i>	<i>19</i>	Arms of Hooks	<i>✓</i>	<i>19</i>	<i>19</i>	Hold Beam Knees	<i>✓</i>	<i>✓</i>	<i>✓</i>
Keelson Bolts through Keel at each Floor <i>6. bolts</i>	<i>✓</i>	<i>22</i>	<i>22</i>	Thro' Bilge and Limber Strakes	<i>✓</i>	<i>19</i>	<i>19</i>	Bolts in Shelf or Clamp	<i>✓</i>	<i>✓</i>	<i>✓</i>
Bolts through Heels of Timbers against Deadwood	<i>✓</i>	<i>17</i>	<i>17</i>	Thickstuff over Double Floors	<i>✓</i>	<i>✓</i>	<i>✓</i>	Deck Beam Waterway	<i>✓</i>	<i>17</i>	<i>17</i>
Frame Bolts	<i>✓</i>	<i>✓</i>	<i>✓</i>	Butt End Bolts	<i>✓</i>	<i>12</i>	<i>12</i>	Bolts in Knees	<i>✓</i>	<i>17</i>	<i>17</i>
				Short Bolts in Ceiling	<i>✓</i>	<i>10</i>	<i>10</i>	Bolts in Shelf or Clamp	<i>✓</i>	<i>17</i>	<i>17</i>
				Pintles of the Rudder	<i>✓</i>	<i>50</i>	<i>50</i>	Nails or Bolts in Flat of Deck	<i>✓</i>	<i>12</i>	<i>12</i>
								Treenails	<i>2.5</i>	<i>2.5</i>	<i>2.5</i>

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is *close* Inches. The Space between the Top-Timbers is *close* Inches.The Floors consist of *oak* The First Foothooks of *oak*The Second Foothooks of *oak* The Third Foothooks and Top Timbers of *✓*The Main Keelson is *Eucalyptus* and *is* free from all defects. The Shifts of the First and Second Foothooks are not less than *4'*(The Rider Keelson is *✓*) N.B.—When less than prescribed by the Rules, state how many.The Transoms, Knightheads, Hawse Timbers, & Aprons of *oak* ditto. The rest of the Shifts of the Frame are *4'*Deadwood, of *oak* and *is* ditto. The Frame is *generally well* squared from First Foothook Heads upwards,The Stem, and Stern Post of *oak* ditto. and *are* free from sap, and from thence downwards, the frame is *squared*The Deck and Hold Beams of *oak* The *✓* Frames are *all* bolted together to the Gunwale.Breasthooks of *oak* Knees of *oak* N.B.—If not, state how bolted *✓*The Main piece of Rudder of *oak* Windlass of *steel* The Butts of the Timbers are *all* close together; their thickness not(The Keel of *oak*) less than *1/3"* of the entire moulding at that place.PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *from tip of Keel to the bilge is of oak*From the above named height to the Wales *and from the bilge to the wales of Pitch pine*The Wales and Black-strakes *4 st. of Pitch pine* The Topsides and Sheer-strakes *spanish pine*The Spirketting and Plank-sheers *of oak* The Water-ways { Upper Deck *oak*The Decks *Red pine* State of *good* { Lower Deck *✓*The Shifts of the Planking are not less than *5* 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 *limber strake of oak and 3 bilge strakes of eucalyptus*The Ceiling, Lower Hold, and between Decks *of spanish pine* Shelf Pieces and Clamps *shelf of oak and clamp of eucalyptus*

FASTENINGS.—To Hold Beams

EQUIPMENT TONNAGE

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
	1st Bower	450	Rps														
	2nd "	450	Rps														
	3rd "																
	Collective weight																
	Stream	100	Rps														
	Kedge	50	Rps														
	2nd Kedge.....																

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fath. Size
				Supplied.	Per Rule.									
	165	25 $\frac{1}{2}$								TOWLINE	75	165 $\frac{1}{2}$	✓	✓
										HAWSER	2 of 90	100	✓	✓
										WARP			✓	✓
										stream chain		30 FM of 17		
	Iron Stream Chain or Steel Wire ...													

Masts, Yards, &c., are in good condition, and sufficient in size and length.
Standing and Running Rigging good sufficient in size and good in quality.
Sails. one Suit of all Sails, and the following spare sails one complete suite
Boats one life boat of 18' x 6' x 3' and one dingy
Windlass, present state is good Capstan ✓ Rudder good Pumps 2 of 3" dia lifted from lib
Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
3 freeing ports 2-10' x 1-11" at each side
Cargo Hatchways.—How formed? by means of strong side oak ca. 4" thick State size Nº 1-12'6" x 9'11 $\frac{1}{2}$ " Nº 2 12'4" x 9'11"
If of extraordinary size, state how framed and secured? ✓
What arrangement for shifting beams? there is one shifting beam fitted to each hatchway at the centre of 8' x 8' oak
Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size ✓

Order for Special Survey, No. <u>✓</u>	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>28th 9-18</u>
Date <u>✓</u>		2nd. When the Beams are put in, &c.	<u>15th 10-18</u>
Order for Ordinary Survey, No. <u>✓</u>		3rd. When completed and before the plank be painted or payed	<u>20th 2-19</u>
Date <u>✓</u>			
No. <u>17</u> in Builder's Yard.			

General Remarks. This Vessel has been built under special survey in accordance with the scantlings and arrangements as per approved plans dated 26th 7-18 copies of which have been retained in the London office as per letter 27th 6-18 The wood material used in the construction of this vessel are good and sound and the frames are well bolted together and fitted with diagonal steel plates 85 $\frac{1}{2}$ " x 12 $\frac{1}{2}$ " as there is some difficulty at the present time to obtain tested chain and anchor new chain and anchors made in Spain have been placed on board the vessel as temporary measure
This vessel has been built under a Roof
2 Rehrin motors have been fitted on board this vessel as per report sent here with

Present condition of Caulking of Bottom good Deck, good and Waterways good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ✓ When last done ✓

I am of opinion this Vessel should be Classed <u>11A</u>	Fees applied for, <u>10-6 1919</u>
The Amount of the Entry Fee ... <u>75</u>	
Special ... <u>6.50</u>	Received by me, <u>June 1919</u>
TELEGRAMS ... <u>9</u>	
Certificate ... <u>256</u>	
Travelling Expenses, if any, &	

A. de Bareño
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 27. JUN. 1919

Character assigned 11A- 8 x 12 ym mat Roof.

Wm. Dbo. 2nd 6.5.19
oil engines

