

3 Decks.

## IRON OR STEEL STEAMER.

Received at London on 31 1907

Date of completion of report 30/7/1907  
Survey held at Belfast  
On the T.S.S. Para  
State of Report is also sent on the Machinery of the Vessel Yes  
Port of Belfast  
Date, First Survey Aug. 31<sup>st</sup> 1906 Last Survey July 5<sup>th</sup> 1907  
Rig Schooner  
No. 6337

TONNAGE under  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk. 2687.31  
Total under Upper Dk. 2687.31  
Do. of Poop  
Do. of Bridge House  
Do. of Forecastle 80.37  
Do. of Houses on Dk. 583.34  
Do. of excess of Hatchways  
Do. above Crown of Engine Room 3351.02  
Gross Tonnage 3351.02  
Less Crew Space 120.68  
Less above Crown of Engine Room 3230.34  
TONNAGE FOR FEES... 3230.34  
Less Engine Room 1072.33  
Less Navigation Spaces 61.43

THREE DECKED VESSEL.  
CLASS 100 A 1  
Half Breadth (moulded) 22.25  
Depth from upper part of Keel to top of Upper Deck Beams 26.92  
Girth of Half Midship Frame (as per Rule) 145.30  
deduct 7 feet 7.00  
1st Number 89.47  
Length on deck from after part of stem to fore part of stern post 338.16  
2nd Number 295.30  
Proportions—Breadth to Length 7.6  
Depth to Length—Upper Deck to top of Keel 12.5  
Main Deck ditto (assumed) 17.8  
Destined Voyage Rio de Janeiro If Surveyed while Building, Afloat, or in Dry Dock Yes

Master  
Year of appointment (1) As Master in service of owner of present vessel—19 (2) As Master of this vessel—19  
Built at Belfast  
When built 1906-7 Launched 30 April 1907  
By whom built Workman Clark & Co. Ltd  
Owners Lloyd Brasileiro S.S. Co  
Managers M. Buargue & Co.  
(Where necessary to be entered in Reg. Book.)  
Residence Rio de Janeiro  
Port belonging to Rio de Janeiro

Register Tonnage as cut on Beam 2096.58  
LENGTH on Deck as per Rule 338 2 BREADTH—Moulded 44 6 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 23 6 Main Dk. Beams 17 3 No. of Decks with flat laid 8 No. of Tiers of Beams 2 Round of Upper Dk. Beam, Actual 11 ins.

Dimensions of Ship per Register, Length 340.25 breadth 44.85 depth 23.5. Moulded depth, ft. 26 ins. 0 To Upper Dk.

FRAMING.				FORGINGS or CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, or L E or L Bars for 1/2 length amidships				KEEL, Bar or Side Plates, depth and thickness			
9 3 1/2	10	9 3 1/2	10	9 x 1 1/4	9 x 1 1/4		
Do. for 1/2 at each end				STEM, moulding and thickness			
5 1/2	3 1/2	4	5 1/2	11 x 2 3/4	11 x 2 3/4		
Do. in way of Double Bottoms at Solid Floors				STERN-POST for Rudder do. do.			
3 1/2	3 1/2	8.7	3 1/2	9 x 7	9 x 7		
Spacing of Frames from centre to centre				MAIN PIECE of Rudder, diameter at head			
24		24		8 1/2	8 1/2		
REVERSED FRAME, Angles				" do. at heel			
4 3 1/2	8	4 3 1/2	8	6 3/4	6 3/4		
DEEP FRAMING, depth of girder				RUDDER, how constructed			
9		9		Single plate round stock			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				Can the Rudder be unshipped afloat?			
25	12	25	12	Yes.			
" in way of Engines and Boilers				KEELSONS & STRINGERS.			
" thickness at the ends of vessel				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
18		18		3 1/2	12	3 1/2	12
" height extended at the Bilges				7 3/4	15	7 3/4	15
50		50		" Rider Plate			
FLOORS & BRACKETS in Cell Dble Bottoms				9 3 1/2	13	9 3 1/2	13
" state if flanged (top & bottom)				" Bulb Plate to Intercoastal Keelson			
24		24		12	12	12	12
CENTRE GIRDER, in Double bottom, depth and thickness				" Horizontal Plates on Floors			
41	10.8	41	10.8	4	4	4	4
" Angles, Top				12	12	12	12
4 4	9	4 4	9	2 SIDE KEELSONS, Angles in Double Bottom			
" Bottom				6 1/2	4	6 1/2	4
4 4	12.11	4 4	12.11	" Bulb or Plate above floors, for lng.			
SIDE GIRDERS, number on each side & thickness				9		9	
10		10		" Intercoastal Plate, for full length			
" state if flanged (top and bottom)				3 1/2	3 1/2	8	3 1/2
3 1/2	3 1/2	8	3 1/2	" Attached to outside Plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness				6 1/2	4	9	6 1/2
4 4	9	4 4	9	BILGE KEELSON, Angles			
" Angles to Outside Plating				6 1/2	4	9	6 1/2
3 1/2	3 1/2	8	3 1/2	" Bulb or Plate above floors, for lng.			
" Floors				9		9	
6 1/2		6 1/2		" Intercoastal Plate for full length			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake				4 4	9	4 4	9
41	10.8	41	10.8	" Attached to outside Plating with Angle			
" in Engine and Boiler space				6	4	12.10	6
8.7		8.7		2 SIDE STRINGERS, Angles			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel				3 1/2	3 1/2	8.7	3 1/2
10 3 1/2	14	10 3 1/2	13	" Attached to outside plating with Angle			
" Angles on upper edge				48	12	48	12
48		48		Upper Deck Stringer Plates, br'dth & thickness			
Spacing				42 x 4 1/2	10.9	42 x 4 1/2	10.9
10 3 1/2	14	10 3 1/2	13	" Angle on ditto			
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel				8.7		8.7	
10 3 1/2	14	10 3 1/2	13	" Tie Plates, outside Hatchways			
" Angles on upper edge				8.7		8.7	
48		48		" Deck, * Iron or Steel, for full lng.			
Spacing				3 where exposed or clear			
12 3 1/2	14	12 3 1/2	14	" Wood Deck, Material & thickness			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel				72	13.10	72	10
12 3 1/2	14	12 3 1/2	14	Middle Deck Stringer Plate, br'dth & thickness			
" Angles on upper edge				4 x 4	9.8	4 x 4	9.8
48		48		" Angles on ditto, No. 2			
Spacing				17	10.8	17	10.8
48		48		" Tie Plates outside Hatchways			
BEAMS, Hold, or Orlop, Plate or Tee Bulb				17	10.8	17	10.8
" Angles on upper edge				" Deck, * Iron or Steel, for lng.			
5 1/2	3	8	5 1/2	2 1/2		2 1/2	
Spacing				2 1/2		2 1/2	
8 3 1/2	12	8 3 1/2	11	" Wood Deck, Material & thickness			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel				P. Pine	2 1/2	8.3	
8 3 1/2	12	8 3 1/2	11	Lower Deck Stringer Plate, br'dth & thickness			
" Angles on upper edge				4 x 4	9.8	4 x 4	9.8
48		48		" Angles on ditto, No. 2			
Spacing				17	10.8	17	10.8
2 3/4	48	2 3/4	48	" Tie Plates outside Hatchways			
PILLARS, In 'tween Deck, size and spacing				17	10.8	17	10.8
4 1/2	5	4 1/2	5	" Deck, * Material and thickness			
" Hold				P. Pine	3		
" Quarter 'tween Dks., " "				Hold, or Orlop Stringer Plate, br'dth & thckn's			
" in Hold				44	9	44	9
WEB-FRAMES, In Fore Body, No. and spacing				" Angles on ditto, No.			
20	8	20	8	" Tie Plates outside Hatchways			
" No. of Side Stringers				17	10.8	17	10.8
WEB-FRAMES, In E. & B. Space, No. & spacing				" Deck, Material and thickness			
20	8	20	8	Poop Deck Stringer Plate, breadth & thickness			
" br'dth. & thickness				27	8	21	8
" No. of Side Stringers				" Angle on ditto			
" Size of Angles or Tee Bars to Web-Frames				9 x 3 1/2	3 1/2	7	3 1/2
BRACKET PLATES to Stringers between Web Frames, depth and thickness				" Tie Plates			
61.43		61.43		9	8	9	8
				" Deck, Material and thickness			
				2 1/2		2 1/2	
				Forecastle Deck Stringer Plate, br'dth & th'kns			
				32	7	32	7
				" Angle on ditto			
				14	7	14	7
				" Tie Plates			
				3 1/2		3 1/2	
				" Deck, Material and thickness			
				3 1/2		3 1/2	



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		Ordinary or Double.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	Thickness.	For what Length.		
FLAT PLATE KEEL (If Bar Keel, state Riveting.)	48	17	13	13	48	17	13	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
GARBOARD OR A Strake	48	13	12	13	48	13	12	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
State actual thickness in way of Double Bottom.	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
D "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
E "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
F "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
G "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
H "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
I "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
J "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
K "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
L "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
M "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
N "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
O "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
P "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
Q "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
R "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
S "	12	11	9	11	12	11	9	5 1/2	6	1	4	5 1/2	1	3 1/2	19	12	11	Full	
DOUBLING of Flat Plate Keel	Flat bar 9 x 1/2 scarfed, fitted in line																		
Length and thickness of Bilges	Increased in line																		
Length and thickness of Sheerstrakes	Do.																		
Length and thickness of Strake below	Do.																		
POOP SIDES	8																		
BRIDGE SIDES	8																		
FORECASTLE SIDES	8																		
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 Plates, Plating, &c. <i>Seeley's Patent Glasgow, S.S.C.</i>										Upper Deck (Butts, treble riveted for <i>half</i> length amidship. Stringer Plate (Straps, single, double or overlapped for <i>full</i> length amidship. Middle Deck (Butts, treble riveted for <i>full</i> length amidship. Stringer Plate (Straps, single, double or overlapped for <i>full</i> length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted <i>full</i> length amidship. Inner Bottom Plating, riveting of Edges <i>Double</i> Butts <i>Double</i> & <i>Single</i> Centre Girder Butts, <i>Double</i> riveted. Keelson Butts, <i>Double</i> riveted. Frames, riveted through Plates with <i>19/8</i> in. Rivets, about <i>6 1/4</i> apart. Rivets, state whether Iron or Steel <i>Iron</i> .									
FRAMES extend in one length from <i>centre girder</i> to <i>margin</i> <i>thence to Panwalk</i> . State if ordinary or joggled <i>Ord.</i> Built <i>single</i> REVERSED FRAMES on floors and frames extend from <i>centre girder</i> to <i>margin</i> and <i>State if ordinary or joggled</i> <i>Ord.</i> Built <i>single</i> forward and aft of <i>1/2</i> amidships <i>to 1/4</i> of <i>1/2</i> decks <i>alternately</i> at ends amidships										MASTS, SPARS, &c.									
LOWER MASTS. Fore Main Mizzen										RIGGING, Material and Size, Shrouds									
Sails. One Suit of fore & aft.										Stays 3 1/2 - 2 1/2 Steel wire									
EQUIPMENT No. 55206 LETTER V										ANCHORS.									
Number of Certificate. Anchors.										Weight, Ex. Stock. Weight of Stock. Test, per Certificate. Weight required by Table 22. Description of Anchor. Makers. Where and when tested and Superintendent.									
59170 1st Bower										48 3 19 19 15 0 0 48 3 0 Hall's Patent Steel Anchor LPHN 30/4/07 Hammer									
59169 2nd "										48 2 5 41 10 1 7 48 3 0 "									
59171 3rd "										41 1 14 36 14 2 2 41 2 0 "									
4th "										36 14 2 2 41 2 0 "									
Collective weight 138 3 10										139 0 0									
59058 Stream										13 3 4 1 4 15 10 1 7 13 0 0 Rodgers									
59049 Kedge										5 3 8 1 2 2 8 2 3 7 5 3 0 "									
CHAIN CABLES.										HAWERS AND WARPS									
Number of Certificate. Length and size supplied. Test per Certificate. Weight of Chain Cable. Length and size per Table 22. Description. Makers of Cables. Where and when tested, and Superintendent.										Material. Length and size supplied. Breaking Test of Steel Wire. Length and size per Table 22.									
59973 135 2 72 10 4 272 3 0 538 3 0 270 2 Steel & Angley LPHN 30/4/07										TOWLINE 120 4 33 120 4 33									
59976 135 2 72 10 4 272 3 0 538 3 0 270 2 Steel & Angley LPHN 30/4/07										HAWERS & WARPS 90 3 18 90 3 18									
59049 90 4 39 245 1 8 90 4 39 245 1 8 90 4 39 245 1 8										2 in 20 90 7 1/2 in 20 4 in 20									
Boats 6 Life Cutters, 2 Gigs, 1 Dinghy & 3 Canvas sides flat boats.										Pumps, Number 7-5 and 1-4 Diameter of Barrel State whether they are in efficient working order Yes									
Windlass is Iron patent Capstan										Engine Room Skylights. How constructed? Steel casings									
What arrangements for deadlights in bad weather? Steel covers & glass lights										Coal Bunker Openings. How constructed? Side ports How are lids secured? Bolted. Height above deck?									
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 Scuppers. 41 Freeing port 29 x 10 each side										Ceiling in Holds, thickness and material 2 1/2 in. over timbers under hold cargo Battens, thickness and material 6 x 2 W.P.									
Cargo Hatchways. How formed? Steel casings										Hatches, If strong and efficient? Yes									
State size No. 1 Hatch (Forward) 12 x 12 No. 2 Hatch 16 x 12 No. 3 Hatch 10 x 10 No. 4 Hatch 10 x 7										Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 Shifting beams in No. 1, 3 in No. 2 and 1 in No. 3 & 4.									
No. of Bresthooks 5 No. of Crutches 2 & deep floors										Bulwarks, height above deck and description Open rails									
The above is a correct description. PRO WORKMAN & CO. LIMITED, Surveyor's Signature										Builder's Signature (Here only) H. J. Millon									

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

M 9.8.06 15.8.06 21.8.06 28.9.06 27.10.06 13.4.07

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.

Are the rivet holes well and sufficiently countersunk in the plate and punched to plate, &c., conform well to each other? Yes.

Do the rivet holes 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. 23, par. 24)? Yes. State results of tests Satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes. State results of tests Satisfactory.

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. Close ceiling is fitted in the hold, over the timbers and under the hatchways only, as specified by the Owners. The lower tween decks of No 2 hold is insulated for the carriage of frozen meat cargoes.

T. S. S. Ceara Yard No 241 Belfast report No 6333

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. ft., F'castle 66.5 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 Dks (4-11-12-13) and deep framing and lower deck forward.

Official No. ; Signal Letters. State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Portland cement, Bitumastic enamel on floor Outside Paint.

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

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	88	140	Fore peak tank,	18	45
Double bottom, under Engines and Boilers,	36	100	After peak tank,	18	55
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	96	155	Deep tank, forward,		
Double bottom, forward,	395		Other tanks, if fitted,		

(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. 515

Date 17 Nov 1906

No. 242 in builder's yard.

Dates of Surveys held while building 1906. Aug 31, Sep 6, 10, 12, 14, 20, 21, 25, 26, Oct 1, 2, 4, 8, 10, 12, 17, 19, 22, 26, 29, Nov. 1, 5, 6, 8, 13, 16, 22, 24, 31, Dec. 3, 5, 11, 14, 21, 1907 Jan. 2, 8, 10, 14, 15, 17, 23, 29, Feb. 4, 8, 12, 18, 19, 21, 26, 28, March 5, 11, 13, 18, 20, 21, 22, 26, April 2, 9, 11, 15, 17, 18, 22, 26, 29, 30, May 1, 2, 3, 6, 8, 14, 16, 21, 23, 24, 29, June 1, 5, 19, 20, 21, 22, 24, 25, 27, 29, July 1, 2, 4, 5, 7, 10. Total No. of Visits 94.

The amount of Entry Fee £ 5 : 0 : 0

Second Survey Fee £ 105 : 15 : 0

Third Survey Fee £ :

Fees applied for, 50-7-1907

Received by me, 2-8-07

Certificate to be sent to This Office

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 A.1. Steel

With, or without Freeboard, as condition of Class Without

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

Committee's Minute FRI. 2 AUG 1907

Character assigned 100 A.1 (See)

Lloyd's at CP + LMC 6.07

Costs received 6/8/07