

Spar, ~~or Awning~~ Dk. IRON OR STEEL STEAMER.

No. 26478

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

Port of Glasgow Date of completion of Report April 14th 1908 Received at London Office THUR 23 APL 1908
Survey held at Glasgow Date, First Survey 25th July 1908 Last Survey April 13th 1908 19
On the Steel Screw Steamer "BARCELONA" Rig SchoonerTONNAGE under
Tonnage Deck... 3319.26
Do. between Tonnage Dk.
and 2nd Dk., Spar or
Awning Dk. 1465.41Total under Upper Dk. 4784.67
Do. of Poop 267.75
Do. of Bridge House 3.65
Do. of Forecastle 104.22
Do. of Houses on Deck 341.51
Do. of excess of Hatchways 5441.80Gross Tonnage 16.00
Less Crew Space
Less above Crown of
Engine Room 5425.80
TONNAGE FOR FEES... 1741.38
Less Engine Room
Less Navigation Spaces 70.78Register Tonnage 3613.64
as cut on Beam...SPAR, ~~AWNING OR PART AWNING-DECKED~~ VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS 100 A1 "Spar Deck"

Half Breadth (moulded) 26.36

Depth from upper part of keel to top of Main Deck Beams 23.81
(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule) 45.58

1st Number 95.75

Length on deck from after part of stem to fore part of
stern post 412.5

2nd Number 294.96

Proportions—Breadth to Length 7.82

Depths to Length—Main Deck to top of Keel 12.97

Destined Voyage CadixMaster Jose SubinoYear of Appointment (1) As Master in service of
owner of present vessel: 1897
(2) As Master of this
vessel: 1908Built at GlasgowWhen built 1908 Launched March 18th 1908By whom built G. Bonnell & Co. Ltd.Owners Pinillos Yaguardo & Co. S. de B.

Managers

(Where necessary to be entered in Reg. Book.)

Residence CadixPort belonging to Cadix

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

LENGTH on	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Spar	Ft.	Ins.	Power of	Horse.	No. of Decks with flat laid
Deck as per Rule	412	6	Moulded	52	8 1/2	Do.	Do.	28	2 1/2	Engines		2

Dimensions of Ship per Register, Length 415.0 breadth 53.0 depth 22.25 Spar Dk. Moulded depth, ft. 22 ins. 8 1/2 To Main Dk. Round up of Main Dk. Beam, Actual 14 1/2 ins.

FRAMING.				FORGINGS AND CASTINGS			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches per Rule.	
FRAME, Angles, or L E or L Base, for 1/2 length amidships	5 1/2	3 1/2	9	5 1/2	3 1/2	9	
Do. for 1/2 at each end	5 1/2	3 1/2	8	5 1/2	3 1/2	8	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	9.8	3 1/2	3 1/2	9.8	
Spacing of Frames from centre to centre	4	3 1/2	9.8	4	3 1/2	9.8	
REVERSED FRAME, Angles	4	3 1/2	9.8	4	3 1/2	9.8	
DEEP FRAMING, depth of girder	10	6 1/2					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	10	6 1/2					
in way of Engines and Boilers							
thickness at the ends of vessel							
depth at 1/2 the half-bdth. as per Rule							
height extended at the Bilges							
FLOORS & BRACKETS, in Cell Dble Bottoms state if flanged (top & bottom)			8			8	
spacing	4 1/2	2 1/2		4 1/2	2 1/2		
CENTRE GIRDER, in Double bottom, depth and thickness	4 1/2	11.9	4 1/2	11.9			
Angles, Top	4 1/2	10.9	4 1/2	10.9			
Bottom	4 1/2	12.11	4 1/2	12.11			
SIDE GIRDERS, number and thickness. Two state if flanged (top & bottom)	3 1/2	8	3 1/2	8			
Angles	3 1/2	8	3 1/2	8			
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	10	3 1/2	10			
Angles to outside plating	4 1/2	10	4 1/2	10			
to floors	5 1/2	8	5 1/2	8			
Height of floors at the Bilges	5 1/2	7 1/2	5 1/2	7 1/2			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	6 1/2	10.8	6 1/2	10.8			
thickness in Engine and Boiler space	10.8	12	10.8	12			
Remainder in Holds	11.35	12	11.35	12			
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb CHANNEL	11.35	12	11.35	12			
Angles on upper edge	4 1/2		4 1/2				
Spacing	12.35	14	12.35	14			
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb CHANNEL	12.35	14	12.35	14			
Angles on upper edge	4 1/2		4 1/2				
Spacing	12.35	14	12.35	14			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb CHANNEL	12.35	14	12.35	14			
Angles on upper edge	4 1/2		4 1/2				
Spacing	11.35	12	11.35	12			
BEAM, Hold, or Orlop, Plate or Tee Bulb CHANNEL	9	5 1/2	9	5 1/2			
Angles on upper edge	4 1/2		4 1/2				
Spacing	9	5 1/2	9	5 1/2			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	9	5 1/2			
Angles on upper edge	4 1/2		4 1/2				
Spacing	9	5 1/2	9	5 1/2			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	9	5 1/2			
Angles on upper edge	4 1/2		4 1/2				
Spacing	9	5 1/2	9	5 1/2			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	9	5 1/2			
Angles on upper edge	4 1/2		4 1/2				
Spacing	9	5 1/2	9	5 1/2			
PILLARS, in Fore Hold, size and spacing	2 1/2	2 1/2	2 1/2	2 1/2			
Quarter, tween Dks., "	2 1/2	2 1/2	2 1/2	2 1/2			
in Hold	2 1/2	2 1/2	2 1/2	2 1/2			
WEB FRAMES, in Fore Body, No. and spacing brdth. & thickness							
No. of Side Stringers							
WEB FRAMES, in E. & B. Space, No. & spacing brdth. & thickness							
WEB FRAMES, in After Body, No. and spacing brdth. & thickness							
No. of Side Stringers							
Size of Angles or Tee Bars to Web Frames	6 1/2	4 1/2	12	6 1/2	4 1/2	12	
BRACKET PLATES to Stringers between Web Frames, depth and thickness							

BULKHEADS.				STIFFENERS.			
	In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.
W. T. BULKHEADS PARTITION	7	7	7.6	6.3	3.0	Single	Upper
LONGITUDINAL							

Are the outside Plates doubled two spaces of Frames in length? Brackets fitted
Are the Stitch Valves and Watertight Doors in efficient working order? yes

STRAKES.	PLATING.				RIVETING.			
	AS IN SHIP.				PER RULE OR AS APPROVED.			
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Thickness.	Thickness.
FLAT PLATE KEEL	46	22	14	14	46	22	14	14
(If Bar Keel, state Riveting)								
GARBOARD OF A STRAKE	56	14	13	13	56	14	13	13
State actual thickness in way of Double Bottom.								
B	12	10	10	10	12	10	10	10
C	12	11	11	11	12	11	11	11
D	13	10	10	10	13	10	10	10
E	13	11	10	10	13	11	10	10
F	13	10	10	10	13	10	10	10
G	13	10	11	11	13	10	11	11
H	13	10	10	10	13	10	10	10
J	12	9	9	9	12	9	9	9
K	13	9	9	9	13	9	9	9
L	17	9	9	9	17	9	9	9
M	44	22	11	11	44	22	11	11
N								
O								
P								
Q								
R								
S								
DOUBLING OF FLAT PLATE KEEL	Keel plate increased							
Length and thickness of Bilges								
Length and thickness of Sheerstrakes								
Length and thickness of Strake below								
POOP SIDES								
BRIDGE SIDES								
FORECASTLE SIDES								

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. *Open Hearth Steel.*

By Beardsmore & Co. Steel Co. of Scotland, Palmers Ironworks & Shipbuilding Co. Ltd. Glasgow & Clydebridge.

Has the Steel been tested as required by the Rules? *yes*

FRAMES extend in one length from *centre to Margin at keel to Spar Deck.* state if ordinary or joggled? *ordinary*

REVERSED FRAMES on floors and frames extend from *centre to Margin at keel to Spar Deck.* state if ordinary or joggled? *ordinary*

On for 6L amidships, alt. to Spar. Main Dbs at ends.

MASTS, SPARS, &c.												
LOWER MASTS....	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
	Fore	Steel	87.0	21 x 11/40	20 x 11/40	6/20	9 x 3/40	Two	✓	✓	Single	Treble
	Main	Steel	88.6									
	Mizen											
Boomsprit												
Topmasts, Yards and Remains of Spars												
Rigging, Material and Size, Shrouds												
Sails.												
3' working Stays 3 3/4												
Sails, and the following spare sails												

EQUIPMENT No. 48468 LETTER Z	ANCHORS.	WRIGHT, EX. STOCK	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQ. BY TABLE 22.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
10774	1st Bower	64	14	50	12	2	Byers	Not stated
10719	2nd "	64	14	50	10	2	"	17/08 Hall
10641	3rd "	54	12	45	8	3	"	26/08 Hall
60635	Stream	17	2	16	18	14	1	14/08 Hall
60634	Kedge	7	3	10	2	2	7	2/08 Green

CHAIN CABLES.	Number of Certificate.	Length and Size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	FATHOMS AND SIZE PER TABLE 22.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	HAWERS AND WARPS.
43067	135	24	918	175	21.0	270	25	Stud	Hingley Sons Ltd. 24/08 Green
43058	135	24	918	175	21.0	270	25	Stud	Hingley Sons Ltd. 24/08 Green
90	47	14	683	0.5	90	47			

Boats *4 Lifeboats, 2 F. Haling & 3 others*

Pumps, Number *1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100* Diameter of Barrel *5" x 2 1/2"* State whether they are in efficient working order *yes*

Windlass is *Charles Chapman & Co.*

Engine Room Skylights. How constructed? *Steel plates & angles*

What arrangements for deadlights in bad weather? *Steel plates & bulbs*

Coal Bunker Openings. How constructed? *Blush rivets* How are lids secured? *Bayonet joints* Height above deck? *Blush*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Scuppers each side 6" dia. 16" circular ends*

Ceiling in Holds, thickness and material *2 1/2"*

Cargo Hatchways. How formed? *Steel plates & angles*

State size No. 1 Hatch (Forward) *15' 11" x 11' 11"* No. 2 Hatch *15' 11" x 11' 11"* No. 3 Hatch *7' 11" x 11' 11"* No. 4 Hatch *19' 11" x 13' 11"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Shifting beam in No. 1 - 2 x 5"*

Bulwarks, height above deck and description *4' 4" steel plates*

The above is a correct description.

Builder's Signature *William Connell* Surveyor's Signature *Henry A. Hibbs*

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

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

M 6/6/07, 7/6/07, 22/5/07, 14/6/07, 21/6/07, 24/6/07, 27/6/07.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *yes*

to plate, &c., conform well to each other? *yes*

from the faying surfaces? *yes*

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*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *yes*

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

This vessel has been built in accordance with the approved plans the Secs Letters of above dates otherwise in accordance with the rules for the class contemplated.

10 Plans & 3 Paving Reports enclosed.

This is a sister vessel to the same builders S/S Cadiz Gto Report No. 26353.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *65.5* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *✓* ft., F'castle *58.0* ft. (in feet and tenths). When the Poop is joined to the R.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) *1 Deck (steel) 2 tiers of beams Spar Deck (all W.S.) Orlop beams in No. 1 Hold*

Official No. *✓*; Signal Letters *✓*

How are the surfaces preserved from oxidation? Inside *Paint & cement* Outside *Paint*

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
Double bottom, aft,	114	263	Fore peak tank, Fresh Water (No. 1 & 2)		100
Double bottom, under Engines and Boilers,			After peak tank,		34
Double bottom, if under Engines only,	32	121	Deep tank aft,		
Double bottom, if under Boilers only,	30	114	Deep tank forward,		
Double bottom, forward,	170	379	Other tanks, if fitted,		
Total capacity of double bottom		877	(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. <i>4255</i>	1907, July 25, 31, Aug. 8, 22, 28, Sep. 3, 10, 24, 26, Oct. 1, 8, 14, 16, 22, 24, 30, Nov. 1, 4, 8, 11, 13, 18, 20, 26
Date <i>8th Aug 1907</i>	28, Oct. 3, 5, 9, 12, 17, 19, 24, 27, 30, 1908, Jan. 8, 13, 14, 16, 21, 22, 24, 26, 28, Feb. 3, 5, 6, 10, 12, 14
No. <i>320</i> in builder's yard.	17, 18, 21, 24, 25, Mar. 2, 4, 6, 10, 13, 18, 19, 25, 28, April 1, 3, 8, 9, 10, 13
DATES OF SURVEYS held while building	Total No. of Visits <i>70</i>

The amount of Entry Fee *£ 5 - - -* Fees applied for, *15/4/1908*

Special *£ 160:13 - -* Received by me, *16/4/1908*

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 A1 Spar Deck*

With, or without Freeboard, as condition of Class *without*

Committee's Minute *Glasgow* 22 APR 1908

Character assigned *+ 100 A1 (Steel)*

Spar Deck 4.08

Cloy's at 0.08

+ LMC 4.08

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10

1/10