

1 or 2 Dks., R.O. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 51526.

TUES. 4 SEP 1906

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

Date of completion of Report 31st August 1906

Date, First Survey 2nd January 1906

Received at London Office, 3rd Sept 1906

Port of Newcastle-on-Tyne
Last Survey, 30th August 1906
Rig Schooner

Survey held at Newcastle
On the Steel S.S. "San Cristobal"

TONNAGE under
Tonnage Deck 1654.61
Do. of Poop 69.94
Do. of Raised Quarter Deck 267.90
Do. of Bridge House 41.11
Do. of Forecastle 4.43
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room 2041.29
Gross Tonnage 2041.29
Less Crew Space 76.44
Less above Crown of
Engine Room
TONNAGE FOR FEES 1964.85
Engine Room 637.71
Navigation Spaces
Register Tonnage 1249.93
as cut on Beam

ONE OR TWO DECKED VESSEL.
CLASS 100-A-1

Half Breadth (moulded) 23.00
Depth from upper part of Keel to top of Main Deck Bms. 19.14
Girth of Half Midship Frame (as per Rule) 39.82
1st Number 81.96
Length on deck from after part of stem to fore part of stern post 256.50
2nd Number 21.093
Proportions—Breadths to Length 5.58
Depths to Length—Main Deck to top of Keel 13.40

Master
Year of appointment (1) As master in service of owner of present vessel:—19
(2) As master of this vessel:—19
Built at Newcastle
When built 1906 launched 20th July 1906
By whom built W. C. Armstrong, Whitworth
Owner Cia Mexicana de Vapores del Aguila S.A.
Managers J. Pearson & Son
(Where necessary to be entered in Reg. Book.)
Residence London
Port belonging to Vera Cruz

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule 25.6 Feet. 6 Inches. BREADTH—Moulded 46.0 Feet. 0 Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams 18.3 Feet. 3 Inches. No. of Decks with Flat laid one No. of Tiers of Beams one
Dimensions of Ship per Register, Length 258.0 breadth, 46.25 depth, 18.25. Moulded Depth, 18 ft. 3 ins. Round of Beam, Actual 24 ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.		Inches in Ship.	Inches per Rule.	Inches per Rule.	Inches per Rule.	
FRAME, Angles, L Bars, for 1/2 length amidships	6 1/2	3 1/2	10	6 1/2	3 1/2	10	KEEL, Bar or Side Plates depth and thickness	9	2 1/2	9	2 1/2
Do. for 1/2 at each end	6 1/2	3 1/2	9	6 1/2	3 1/2	9	STEM, moulding and thickness	9	2 1/2	9	2 1/2
Do. in way of Double Bottoms at Solid Floors	6 1/2	3 1/2	9	6 1/2	3 1/2	9	STERN-POST for Rudder do. do.	9	2 1/2	9	2 1/2
acing of Frames from centre to centre	2 1/2	3 1/2	8	2 1/2	3 1/2	8	for Propeller	9	2 1/2	9	2 1/2
EVERSED FRAME, Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8	MAIN PIECE of Rudder, diameter at head	5 1/2	5 1/2	5 1/2	5 1/2
EEP FRAMING, depth of girder	2 1/2	3 1/2	8	2 1/2	3 1/2	8	at heel	5 1/2	5 1/2	5 1/2	5 1/2
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	2 1/2	3 1/2	8	2 1/2	3 1/2	8	RUDDER, how constructed	4	2 1/2	4	2 1/2
in way of Engines and Boilers	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	Can the Rudder be unshipped afloat?	Yes			
thickness at the ends of vessel	49	49	49	49	49	49					
depth at 1/2 the half breadth, as per Rule	49	49	49	49	49	49					
height extended at the Bilges	49	49	49	49	49	49					
FLOORS & BRACKETS, in Cch Dble Bottoms	60	10	60	10	60	10					
state if flanged (top & bottom)	5 1/2	4	9	5 1/2	4	9					
Angles, Top	5 1/2	4	9	5 1/2	4	9					
Angles, Bottom	5 1/2	4	9	5 1/2	4	9					
BE GIRDERS, number on each side & thickness	4 1/2	3	9	4 1/2	3	9					
state if flanged (top & bottom)	8	3	10	8	3	10					
Angles	24	24	24	24	24	24					
MARGIN PLATE, depth (exclusive of flange) and thickness	4 1/2	3	9	4 1/2	3	9					
Angles to Outside Plating	4 1/2	3	9	4 1/2	3	9					
Floors	4 1/2	3	9	4 1/2	3	9					
Height of Floors at the Bilges	4 1/2	3	9	4 1/2	3	9					
VER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4 1/2	3	9	4 1/2	3	9					
thickness in Engine and Boiler space	4 1/2	3	9	4 1/2	3	9					
Remainder in Holds	4 1/2	3	9	4 1/2	3	9					
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4 1/2	3	9	4 1/2	3	9					
Angles on Upper Edge	4 1/2	3	9	4 1/2	3	9					
Spacing	24	24	24	24	24	24					
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4 1/2	3	9	4 1/2	3	9					
Angles on Upper Edge	4 1/2	3	9	4 1/2	3	9					
Spacing	24	24	24	24	24	24					
AMS, Hold, Plate or Tee Bulb	4 1/2	3	9	4 1/2	3	9					
Angles on Upper Edge	4 1/2	3	9	4 1/2	3	9					
Spacing	24	24	24	24	24	24					
AMS, Poop Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4 1/2	3	9	4 1/2	3	9					
Angles on Upper Edge	4 1/2	3	9	4 1/2	3	9					
Spacing	24	24	24	24	24	24					
AMS, Bridge or Pt. Awng Deck, Angle, Bulb Angle, Plate, or Tee Bulb	4 1/2	3	9	4 1/2	3	9					
Angles on Upper Edge	4 1/2	3	9	4 1/2	3	9					
Spacing	24	24	24	24	24	24					
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	4 1/2	3	9	4 1/2	3	9					
Angles on Upper Edge	4 1/2	3	9	4 1/2	3	9					
Spacing	24	24	24	24	24	24					
LARS, In 'tween Decks, Size and Spacing	4 1/2	3	9	4 1/2	3	9					
Hold	4 1/2	3	9	4 1/2	3	9					
Quarter, 'tween Dks.,	4 1/2	3	9	4 1/2	3	9					
in Hold	4 1/2	3	9	4 1/2	3	9					
BF FRAMES, In Fore Body, No. and Spacing	4 1/2	3	9	4 1/2	3	9					
Brth. & Thickness	4 1/2	3	9	4 1/2	3	9					
No. of Side stringers (2)	4 1/2	3	9	4 1/2	3	9					
BF FRAMES, In Aft Body, No. and Spacing	4 1/2	3	9	4 1/2	3	9					
Brth. & Thickness	4 1/2	3	9	4 1/2	3	9					
No. of Side stringers (2)	4 1/2	3	9	4 1/2	3	9					
WEB FRAMES, In After Body, No. and Spacing	4 1/2	3	9	4 1/2	3	9					
Brth. & Thickness	4 1/2	3	9	4 1/2	3	9					
No. of Side stringers (2)	4 1/2	3	9	4 1/2	3	9					
Size of Angles or Tee Bars to Web Frames	4 1/2	3	9	4 1/2	3	9					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	4 1/2	3	9	4 1/2	3	9					

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. 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, outside Plating, &c. FRAMES extend in one length from REVERSED FRAMES on floors and frames extend from: MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. RIGGING, Material and Size, Shrouds. Sails. Equipment No. 23049 Letter r. ANCHORS. CHAIN CABLES. HAWSERS AND WARPS. Boats 3 and 4 good. Pumps, Number 4 per appd plans. Windlass is Steam Patent. Engine Room Skylights. How constructed? What arrangements for deadlights in bad weather? Coal Bunker Openings. How constructed? Number of Scuppers, and number and dimensions of Freeing Ports, &c. Ceiling in Hold, thickness and material. Cargo Hatchways. How formed? State size No. 1 Hatch (Forward). Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The above is a correct description. Builder's Signature (here only). Ept. 1A.

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 23/11/05. 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. 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? A very 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 Steel Steam Steamer has been built in accordance with the approved Midship Section forgeded to London on the 31st instant and plans attached, the Secretary's letter and in other respects with the Rules to Class 100.A.1 Steel, carrying Petroleum in bulk, and the materials and workmanship throughout are good. The oil tanks, Cofferdams, ballast tanks and oil fuel bunkers have been tested by water pressure as required by the Rules and found efficient. The pumps, sluice valves &c. have been examined and found in good working order. She is a sister vessel to the S.S. "Merite". Newcastle Report No. 48045. The Surveyor should state the Number of Report and Name of any Sister Vessel. 48045. PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 33 ft., R.Q.D. or Break 11 ft., Bridge Dk. 19 1/4 ft., F'castle 31 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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) Gunwale deck (Steel) 1 tier (Steel) 1 tier. Official No. ; Signal Letters. State if Machinery is fitted aft Yes. How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint. PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system or with girders on floors. Double bottom, aft. Double bottom, under Engines and Boilers. Double bottom, if under Engines only. Double bottom, if under Boilers only. Double bottom, forward. Total capacity. State whether the above have been tested as required by the Rules Yes. Order for Special Survey No. 3411. Date 21st December 1905. No. 481 in builder's yard. DATES OF SURVEYS held while building. 1906 Jan 24-27 Feb 1-6 8-10 21-23 24 Mar 5-13 16-19 21-24 Apr 3-5 12-14 17-19 May 22-24 27-29. The amount of Entry Fee £ 4 : : Fees applied for, 3/4 1906. Special £ 44.2.6 Received by me 4/9/06. 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.1 Carrying Petroleum in bulk. With, or without Freeboard, as condition of Class Without in bulk. Committee's Minute. FRI. 7 SEP 1906. Character assigned. 100.A.1 (SIL). Trunk Dk. carrying petroleum in bulk. Lloyd's at CP + Lmc 8.00. Fitter for liquid fuel 8.00. © 2020 Lloyd's Register Foundation