

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

IRON OR STEEL STEAMER.

No. 14509
JUNES 12 DEC 1905

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

Date of completion of Report 6th DECEMBER 1905

Date, First Survey 17th July 1905

Port of Greenock

Last Survey 1st DECEMBER 1905

DON CARLOS (YARD N^o 265)

Rig **SCHOONER**

Master **J. D. McPHERSON**

Year of appointment (1) As master in service of owner of present vessel - 1905
(2) As master of this vessel - 1905

ONE OR TWO DECKED VESSEL.

CLASS **100 A.1.**

Survey held at **PORT GLASGOW**

On the **STEEL SCREW STEAMER**

TONNAGE under Tonnage Deck 1592.57

Do. of Poop 107.04

Do. of Raised Or. 46.12

Do. of Break. 18.55

Do. of Bridge House 19.92

Do. of Forecastle 1784.20

Do. of Houses on Deck 98.98

Do. of excess of Hatchways 1685.22

Do. above Crown of Engine Room 570.94

Gross Tonnage 20.66=591.60

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES 1093.62

Less Engine Room

Less Navigation Spaces

Register Tonnage as cut on Beam

Half Breadth (moulded) 19.91

Depth from upper part of Keel to top of Main Deck Bms. 21.45

Girth of Half Midship Frame (as per Rule) 38.00

1st Number 79.36

Length on deck from after part of stem to fore part of stern post 278.42

2nd Number 22095

Proportions—Breadths to Length 6.98

Depths to Length—Main Deck to top of Keel 12.97

Destined Voyage **CARDIFF**

If Surveyed while Building, Afloat, or in Dry Dock **SPECIAL SURVEY.**

Built at **PORT GLASGOW**

When built 1905 Launched 1st Nov^r 1905

By whom built **THE CLYDE SHIPBL^g AND ENG^g CO^l LD**

Owners **COMPANIA DE LOTAY CORONEL**

Managers **D= D=**

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

Residence **VALPARAISO**

Port belonging to **VALPARAISO**

Port belonging to (PAINTED ON STERN) **LOTA**

BUILT UNDER **SPECIAL SURVEY.**

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	ONE
278	5	39	9 3/4	18	2 3/4	ONE				
Dimensions of Ship per Register, Length, 280' breadth, 40' depth, 18.3' Moulded Depth, 20 ft. 7 1/2 ins. Round of Beam, Actual 9 3/4 ins.										

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, L or L Bars, for 1/2 length amidships						KEEL, Bar or Side Plates depth and thickness					
8 1/2	3	10	8 1/2	3	10	9 x 1 1/8	9 x 1 1/8	9 x 1 1/8	9 x 1 1/8	9 x 1 1/8	9 x 1 1/8
8 1/2	3	9	8 1/2	3	9	9 x 2 3/4	9 x 2 3/4	9 x 2 3/4	9 x 2 3/4	9 x 2 3/4	9 x 2 3/4
3 1/2	3	8	3 1/2	3	8	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2
3 1/2	3	8	3 1/2	3	8	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2
24			24			7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
8 1/2			8 1/2			5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
REVERSED FRAME, Angles						RUDDER, how constructed FORGED IRON FRAME AND SINGLE PLATE.					
DEEP FRAMING, depth of girder						Can the Rudder be unshipped afloat? YES.					
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships						KEELSONS AND STRINGERS.					
in way of Engines and Boilers						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
thickness at the ends of vessel						Rider Plate					
depth at 1/2 the half breadth, as per Rule						Bulb Plate to Intercoastal Keelson					
height extended at the Bilges						Horizontal Plates on Floors					
FLOORS & BRACKETS, in Cell Dble Bottoms						Angles					
38	7	38	7	38	7	SIDE KEELSON, Angles					
24			24			Bulb or Plate above floors for lng.					
47	9	47	9	47	9	Intercoastal Plate for lng.					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	Attached to outside plating with Angle					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	BILGE KEELSON, Angles					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	Bulb or Plate above floors for lng.					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	Intercoastal Plate for lng.					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	Attached to outside plating with Angle					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	BILGE STRINGER Angles					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	Bulb Plate for lng.					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	Intercoastal Plate for lng.					
3 1/2	3 1/2	9	3 1/2	3 1/2	9	Attached to outside plating with Angle					
38	9	38	9	38	9	2 SIDE STRINGERS Angles					
60			60			Bulb or Intercoastal Plate for FULL lng.					
60			60			Attached to outside plating with Angle					
7	3	7	3	7	3	Main and Raised Quarter Deck Stringer					
7	3	7	3	7	3	Plate, breadth and thickness					
7	3	7	3	7	3	Angle on ditto					
7	3	7	3	7	3	Tie Plates, outside Hatchways IN BDGE					
7	3	7	3	7	3	Diagonal Tie Plates on Bms, No. of Pairs					
7	3	7	3	7	3	Main Dk* Iron or Steel for FULL lng.					
7	3	7	3	7	3	R. O. Dk* Iron or Steel for lng.					
7	3	7	3	7	3	Wood Deck, Material & thickness					
7	3	7	3	7	3	Lower Deck Stringer Plate, breadth and thickness					
7	3	7	3	7	3	Angles on ditto, No.					
7	3	7	3	7	3	Tie Plates, outside Hatchways					
7	3	7	3	7	3	Deck* Material and thickness					
7	3	7	3	7	3	Hold Stringer Plate					
7	3	7	3	7	3	Angles on ditto, No.					
7	3	7	3	7	3	Poop Deck Stringer Plate, breadth & thickness					
7	3	7	3	7	3	Angle on ditto					
7	3	7	3	7	3	Tie Plates					
7	3	7	3	7	3	Deck, Material and thickness STEEL					
7	3	7	3	7	3	Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness					
7	3	7	3	7	3	Angle on ditto					
7	3	7	3	7	3	Tie Plates BEAMS PLATED STEEL					
7	3	7	3	7	3	Deck, Material and thickness TEAK					
7	3	7	3	7	3	Forecastle Deck Stringer Plate, brdth & thcknss					
7	3	7	3	7	3	Angle on ditto					
7	3	7	3	7	3	Tie Plates					
7	3	7	3	7	3	Deck, Material and thickness TEAK					
7	3	7	3	7	3	* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.					
7	3	7	3	7	3	BULKHEADS.					
7	3	7	3	7	3	W.T. BULKHEADS					
7	3	7	3	7	3	PARTITION					
7	3	7	3	7	3	LONGITUDINAL					
7	3	7	3	7	3	Are the outside Plates doubled two spaces of Frames in length? FITTED.					
7	3	7	3	7	3	Are the Stairs Valves and Watertight Doors in efficient working order? YES.					

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.	EDGES.				RIVETING.			
	AMIDSHIP.		AFT.			Ordinary or Joggled.		Butts.		RIVETS.		STRAFS.	
	Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.
Flat Plate Keel (if Bar Keel, state Riveting).													
GARBOARD OR A STRAKE	43	12	11	11	43	12	DOUBLE	5/4	7/8	3 3/4	TREBLE	7/8	3 3/8
State actual thickness in way of Double Bottom.		10	9	9		10	"	"	"	"	"	"	12
B							"	"	"	"	"	"	"
C							"	"	"	"	"	"	"
D							"	"	"	"	"	"	"
E							"	"	"	"	"	"	"
F							"	"	"	"	"	"	"
G							"	"	"	"	"	"	"
H							"	"	"	"	"	"	"
J	42	13	10	10	42	13					TREBLE	3 3/8	9
K													
L													
M													
N													
O													
P													
DOUBLING OF PLATE KEEL													
Length and thickness of Bilges													
Length and thickness of Sheerstrakes													
Length and thickness of Strake below													
POOP SIDES													
RAISED QUARTER DECK SIDES													
BRIDGE SIDES													
FORECASTLE SIDES													
LENGTHS OF PLATING													

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. **SIEMEN'S PROCESS**

PLATES, ANGLES ETC. STEEL C. OF SCOTLAND AND DUNLOP & CO.

Has the Steel been tested as required by the Rules **YES**.

FRAMES extend in one length from CENTRE LINE to MARGIN AND THENCE TO GUNWALE state if ordinary or joggled **JOGGLED**.

REVERSED FRAMES on floors and frames extend from CENTRE LINE TO MARGIN; BULB ANGLE FRAMING. state if ordinary or joggled **D**.

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	59-0	19 x 6/20	15 x 5/20	11 1/2 x 3/20	-	TWO	-	-	SINGLE	TREBLE & DBLE
Main	D	52-3	"	"	"	-	"	-	-	"	"
Mizen						-	"	-	-	"	"

Bowsprit

Topmasts, Yards and Remainder of SPARS OF PINE

Rigging, Material and Size, **SHROUDS GALV. WIRE 3"** Stays **4"**

Sails. **ONE** Suit of **SCHOONER'S** Sails and the following spare sails **✓**

Equipment No. **23465** Letter **T**

ANCHORS. **MECHANICAL TESTS BY K. HAUS, J. MEYER**

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 Superintended.						
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.	Test.	Test.	Test.	Test.		
5540	1st Bower	36	2	7	-	-	-	33 1/2	-	-	-	35	2	0	BRITANNIC	SYKES & SON	CEFF. 2-11-05 G.W. PENN.	D	D	D	D	
5543	2nd "	35	2	14	-	-	-	32 1/2	-	-	-	35	2	0	D	D	D	D	D	D	D	
5539	3rd "	30	3	7	-	-	-	29 1/2	-	-	-	30	0	0	D	D	D	D	D	D	D	
	Collective weight	103	0	0				101	0	0		101	0	0								
5542	Stream	9	1	14	2	1	14	11 1/4	-	-	-	9	1	0	COMMON	D	D	D	D	D	D	
5541	Kedge	4	3	7	1	1	0	7 1/2	-	-	-	4	3	0	D	D	D	D	D	D	D	

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE			Length & Size per Table 22.	Description.	Makers of Cables.	Where and when tested and Superintended.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 22.					
			Supplied.	Per Table 22.	Per Table 22.						Length.	Cl.			Length.	Cl.			
5104	240	1 1/2	59 1/2	82 1/4	39 1/2	0-14	370-1-22	240	1 1/2	STUD	SYKES & SON	CEFF. 31-10-05 G.W. PENN.	TOWLINE STEEL	90	3 1/2	26	90	3 1/2	
35080	75	1 1/2	20 1/2	30 1/2	43-2-13	43-1-9	75	1 1/2	D	D	MEH. 28-7-05 H. GREEN.		180	5		180	5		

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Supplied.	Per Table 22.	Description.	Makers of Cables.	Where and when tested and Superintended.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 22.
									Length.	Cl.		
5104	240	1 1/2	59 1/2	82 1/4	39 1/2	0-14	370-1-22	240	1 1/2	STUD	SYKES & SON	CEFF. 31-10-05 G.W. PENN.
35080	75	1 1/2	20 1/2	30 1/2	43-2-13	43-1-9	75	1 1/2	D	D	MEH. 28-7-05 H. GREEN.	

BOWS TWO LIFEBOATS AND THREE OTHERS

PUMPS, Number ONE DOWNTON PUMP Diameter of Barrel 5" State whether they are in efficient working order **YES**

WINDLASS is NAPIER BROS. Capstan

ENGINE ROOM SKYLIGHTS.—How constructed? OF STEEL

What arrangements for deadlights in bad weather? STEEL FLAPS AND BULL'S EYES.

COAL BUNKER OPENINGS.—How constructed? OF STEEL How are lids secured? CLEATS & BATTENS Height above deck? 23"

Number of SCUPPERS, and number and dimensions of Freeing Ports, &c. SIX SCUPPERS AND SIX WATER PORTS (36"x22") EACH SIDE

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

Cargo Battens, thickness and material 2" PINE

Cargo Hatchways.—How formed? STEEL PLATES AND ANGLES

Hatches. If strong and efficient? YES, SOLID.

State size No. 1 Hatch (Forward) 20' x 16' No. 2 Hatch 24' x 16' No. 3 Hatch 24' x 16' No. 4 Hatch 20' x 16'

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1 & 4 ONE WEB. No. 2 & 3 TWO WEBS. THREE FORE AND AFTERS TO EACH HATCH

No. of Breasthooks THREE

Bulwarks, height above deck and description PLATE 4 1/2" x 12"

Main Rail and Stays, material and size B.A. 6" x 3 1/2"

The above is a true and correct copy of the particulars of the vessel as entered in the Register of British and Foreign Shipping.

Builder's Signature (here only) **Archibald Welch** Director

Surveyor's Signature **David M. Anslan** Surveyor to Lloyd's Register of British and Foreign Shipping.

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

(M) 24 JUNE 4 25 AUG. (E) 21 JULY 1905.

Workmanship. Are the butts of plating planed or otherwise fitted? **PLANED AND OVERLAPPED**

Is the riveted work properly closed? **YES**

Are the liners between the frames and plates solid single pieces? **YES, WHERE FITTED** 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 vessel has been built in accordance with the approved plans, the Secretary's letters as stated above and in other respects in conformity with the Rules; the material and workmanship are good.*

The keel has been sighted and found practically straight.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.83 ft., R.Q.D. or Break **✓** ft., Bridge Dk. 66 ft., F'castle 37.16 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) **ONE DECK (STEEL) AND DEEP FRAMING**

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

How are the surfaces preserved from oxidation? Inside **PORTLAND CEMENT AND PAINT** 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.		Water Capacity.	Where fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	84	170		Fore peak tank,	-	-	72
Double bottom, under Engines and Boilers,	34	95		After peak tank,	-	-	35
Double bottom, if under Engines only,	-	-		Deep tank, aft	-	-	-
Double bottom, if under Boilers only,	-	-		Deep tank, forward	-	-	-
Double bottom, forward,	116	268		Other tanks, if fitted,	-	-	-

* 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**.

Total capacity **533** (If necessary, furnish further information by sketch.)

Order for Special Survey No. **2249**

Date **24th June 1905**

No. **265** in builder's yard

DATES OF SURVEYS held while building

1905. July 17. 18. 21. 26. 31. Aug. 1. 11. 14. 16. 21. 24. 30. Sep. 1. 5. 8. 13. 19. 22. 25. 28. Oct. 5. 10. 12. 13. 16. 17. 20. 23. 27. 31. Nov. 3. 9. 15. 17. 18. 21. 24. 29. Dec. 1.

Total No. of Visits **40**

The amount of Entry Fee **£ 4 : : :** 6/12/1905 **DMK**

Special **£ 67 : 2 : 6** Received by me, **9/12/1905**

Travelling Expenses, if any **£ : : :**

State whether the Vessel has been built under Special Survey **YES**

I am of opinion this Vessel should be Classed **+100A1**

With or without Freeboard, as condition of Class

Glasgow 11 DEC 1905

Committee's Minute **+ 100A1 (Steel) Lloyd's & Co.**

Character assigned **When fit to proceed**

David M. Anslan
Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register
Foundation

W1433-00372