

3 Decks.

## IRON OR STEEL STEAMER.

W680-0035 (1/2)

LUES. 25 MAY 1909

Received at London Office.

Date of completion of report

Survey held at WALSSEND NEWCASTLE

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

Port of NEWCASTLE-ON-TYNENo. 56733On the STEEL SS SAN ANTONIODate, First Survey 14 Oct 1908Last Survey 17 May 1909Rig SCHOONER

TONNAGE under

Tonnage Deck... 4863.23

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk. 5250.84Do. of Poop 235.97Do. of Bridge House 70.30Do. of Forecastle 41.09Do. of Houses on Dk. 4.58Do. of Hatchways 10.24Do. of Crown of 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24Do. of Room 10.24

## THREE DECKED VESSEL.

CLASS 100A1 Carrying passengersHalf Breadth (moulded) 25.14Depth from upper part of Keel to top of Upper Deck Beams 33.00Girth of Half Midship Frame (as per Rule) 54.83deduct 7 feet 112.971st Number 105.97Length on deck from after part of stem to fore part of stern post 388.082nd Number 41124Proportions—Breadth to Length 7.7Depth to Length—Upper Deck to top of Keel 11.76

Main Deck ditto

Destined Voyage Gulf of MexicoIf Surveyed while Building, Afloat, or in Dry Dock BUILDINGMaster E.E. CABOD G.H. DAVISONYear of appointment 1909Built at WALSSEND, NEWCASTLEWhen built 1909 Launched 8th APRIL 1909By whom built Said, HENDER & WIGHAM RICHARDSON & COOwners S. Pearson & Son Ltd.Managers (Where necessary to be entered in Reg. Book.)Residence LONDONPort belonging to LONDON

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
388	1	50	3 1/2	33	0	22	7	2	2

Dimensions of Ship per Register, Length 390.5 breadth 50.4 depth 33.55 Moulded depth, ft. 32 ins. 0 To Upper Dk. Round of Upper Dk. Beam, Actual 12 ins.

## FRAMING.

NAME, Angle, or L, E or L Bars for 1/2 length

amidships 7 3 13 7 3 13do. for 1/2 at each end 12 12do. in way of Double Bottoms at Solid Floors 12 12do. at intermdt. Bkts. 25 25ing of Frames from centre to centre 25 25VERSED FRAME, Angle 14 14 10 14 14 10EP FRAMING, depth of girder 4 3 10 4 3 10DOORS, depth and thickness of Floor Plate 32 9 32 9at mid-line for 1/2 length amidships 32 9in way of Engines and Boilers see belowthickness at the ends of vessel 7 7depth at 1/2 the half breadth, as per Rule horizontal with brackets onheight extended at the Bilges 14 14 10 14 14 10DOORS & BRACKETS in Cell Dble Bottoms 14 14 10 14 14 10state if flanged (top & bottom) 14 14 10 14 14 10Spacing 14 14 10 14 14 10NTRE GIRDER, in Double bottom, depth 4 4 11 4 4 11and thickness 5 5 10 5 5 10Angles, Top 5 5 10 5 5 10Bottom 5 5 10 5 5 10DE GIRDERS, number on each side & thickness one 11 one 11state if flanged (top and bottom) one 11 one 11Angles 3 3 11 3 3 11RGIN PLATE, depth (exclusive of flange) 36 12 36 12and thickness 4 4 10 4 4 10Angles to Outside Plating 4 4 10 4 4 10Floors 6 3 9 6 3 9Height of Floors at the Bilges 6 3 9 6 3 9NER BOTTOM PLATING, breadth and from 3/4 1/2 3/4thickness of Middle Line Strake 3/4 3/4in Engine and Boiler space 3/4 3/4Remainder in Holds —BEAMS, Upper Deck, Single Angle, Bulb 7 3 8 7 3 8Angle, Plate or Tee Bulb 7 3 8 7 3 8Angles on upper edge 7 3 8 7 3 8Spacing 25 25BEAMS, Middle Deck, Single Angle, Bulb 7 3 9 7 3 9Angle, Plate or Tee Bulb 7 3 9 7 3 9Angles on upper edge 7 3 9 7 3 9Spacing 25 25BEAMS, Lower Deck, Single Angle, Bulb 9 3 14 9 3 14Angle, Plate or Tee Bulb 9 3 14 9 3 14Angles on upper edge 9 3 14 9 3 14Spacing 25 25BEAMS, Hold, or Orlop, Plate or Tee Bulb —Angles on upper edge —Spacing —BEAMS, Poop Deck, Angle, Bulb Angle, Plate 9 3 11 9 3 11Angle, Plate or Tee Bulb 9 3 11 9 3 11Angles on upper edge 9 3 11 9 3 11Spacing 50 50BEAMS, Bridge Deck, Angle, Bulb Angle, Plate 7 3 9 7 3 9Angle, Plate or Tee Bulb 7 3 9 7 3 9Angles on upper edge 7 3 9 7 3 9Spacing 50 50BEAMS, Forecastle Deck, Angle, Bulb Angle, 9 3 11 9 3 11Plate or Tee Bulb 9 3 11 9 3 11Angles on upper edge 9 3 11 9 3 11Spacing 50 50PILLARS, in 'tween Deck, size and spacing 7 3 11 7 3 11Hold double channels 7 3 11 7 3 11Quarter 'tween Dks. 7 3 11 7 3 11in Hold 7 3 11 7 3 11WEB-FRAMES, in Fore Body, No. and spacing 18 10 18 10brdth. & thickness 22 10 9 22 10 9No. of Side Stringers 3 22 10 3 22 10brdth. & thickness 22 10 9 22 10 9WEB-FRAMES, in E. & B. Space, No. and spacing 4 10 9 4 10 9brdth. & thickness 20 9 20 9No. of Side Stringers 2 20 9 2 20 9Size of Angles or Tee Bars to Web Frames 6 3 14 6 3 14BRACKET PLATES to Stringers between 6 3 14 6 3 14Web Frames, depth and thickness 6 3 14 6 3 14

## FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness Flat plateSTEM, moulding and thickness 11 1/2 x 3 1/2 11 1/2 x 8 1/2STERN-POST for Rudder do. do. 11 1/2 x 7 1/2 11 1/2 x 7 1/2for Propeller 10 10MAIN PIECE of Rudder, diameter at head 7 1/2 7 1/2do. at heel 7 1/2 7 1/2RUDDER, how constructed Single plate 22 1/2 forged turned main piece coupled to headCan the Rudder be unshipped afloat? Yes

## KEELSONS &amp; STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above 66 12 10 66 12 10Bulb or Plate to Intercoastal Keelson 66 12 10 66 12 10Horizontal Plates on Floors 5 5 11 10 5 5 11 10Angles 5 5 11 10 5 5 11 10SIDE KEELSON, Angles 6 1/2 4 1/2 10 9 6 1/2 4 1/2 10 9Bulb or Plate above floors, for 14 14 13 14 14 13Intercoastal Plate, for 9 7 9 7Attached to outside Plating with Angle 3 1/2 3 1/2 10 9 3 1/2 3 1/2 10 9BILGE KEELSON, Angles 3 1/2 3 1/2 10 9 3 1/2 3 1/2 10 9Bulb or Plate above floors, for same as side keelsonIntercoastal Plate for same as side keelsonAttached to outside Plating with Angle same as side keelsonBILGE STRINGER Angles 6 1/2 4 1/2 14 13 6 1/2 4 1/2 14 13Bulb Plate for 22 x 10 9 22 10 9Intercoastal Plate for 3 1/2 3 1/2 10 9 3 1/2 3 1/2 10 9Attached to outside Plating with Angle 3 1/2 3 1/2 10 9 3 1/2 3 1/2 10 9SIDE STRINGER Angles 6 1/2 4 1/2 14 13 6 1/2 4 1/2 14 13Bulb or Intercoastal Plate, for 22 x 10 9 22 10 9Attached to outside plating with Angle 3 1/2 3 1/2 10 9 3 1/2 3 1/2 10 9Upper Deck Stringer Plates, br'dth & thickness 75 x 11 6 48 x 9 75 x 11 6 48 x 9Angle on ditto 5 x 5 11 10 5 x 5 11 10Tie Plates, outside Hatchways 13 1/2 x 8 1/2 13 1/2 x 8 1/2Deck, Iron or Steel, for 13 1/2 x 8 1/2 13 1/2 x 8 1/2Wood Deck, Material & thickness 13 1/2 x 8 1/2 13 1/2 x 8 1/2Middle Deck Stringer Plate, br'dth & thickness 60 x 11 6 48 x 9 60 x 11 6 48 x 9Angles on ditto, No. 5 x 5 10 9 5 x 5 10 9Tie Plates outside Hatchways 5 x 5 10 9 5 x 5 10 9Diagonal Tie Plates, No. of pairs 5 x 5 10 9 5 x 5 10 9Deck, Iron or Steel, for 8 1/2 x



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**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)  
18-10-08, 26-10-08, 5-11-08, 6-11-08, 8-12-08, 25-11-08, 19-12-08

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

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 *Good*

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

State results of tests *Good*

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

*This vessel has been built in accordance with the approved plans & correspondence issued, and therefore in conformity with the Society's Rules. The workmanship and materials are good and to our satisfaction.*

*All oil cargo tank spaces have been satisfactorily tested in accordance with Rules*

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

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 96 ft., R.Q.D. or Break — ft., Bridge Dk. 25 ft., F'castle 42 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated not joined

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 (all) with frames

Official No. 125790 ; 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.					
Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers, <i>see below.</i>			After peak tank,	<i>22 0</i>	<i>81</i>
Double bottom, if under Engines only,			Deep tank, aft,	<i>8 3</i>	<i>27</i>
Double bottom, if under Boilers only, <i>—</i>	<i>39.6</i>	<i>94</i>	Deep tank, forward,	<i>—</i>	<i>—</i>
Double bottom, forward,			Other tanks, if fitted,	<i>35.4</i>	<i>338</i>
			(If necessary, furnish further information by sketch.)	<i>—</i>	<i>—</i>
	Total capacity of double bottom	<i>94</i>			

\* The wells are not to be included in the length.

Order for Special Survey No. 406

Date 30.9.08

No. 833 in builder's yard.

State whether the above have been tested as required by the Rules. yes

DATE OF SURVEY	TESTED
1908	Feb. 14, 21, 29. Nov. 3, 4, 5, 6, 10, 17, 18, 23, 24, 25, 26, 30. Dec. 2, 7, 10, 11, 12, 21. 1909
1909	Jan. 5, 7, 14, 15, 19, 20, 21, 22, 26, 29. Feb. 1, 3, 4, 10, 12, 15, 27, 28, 29, 30. Mar. 2, 4, 5, 9, 16, 17, 19, 23, 24, 25, 27, 29, 30, 31. Apr. 1, 2, 7, 8, 9, 12, 13, 14, 17.

Total No. of Visits 1-8

The amount of Entry Fee . . . . £ 5 : 0 : 0  
Special Survey Fee . . . . £ 152 : 19 : 0  
Travelling Expenses, if any £ . : . : .

Fees applied for, 24 MAY 1900  
Received by me, 26 MAY 1900

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 *10001 Carrying petroleum in bulk*  
With, or without Freeboard, as condition of Class *without*

*James + John McManus*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned

FRI. 28 MAY 1909

100 Rs  
caryophyllinum in bulk

Lloyd's acc + time 5.09

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*[Faint vertical text visible through the paper]*

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Foundation



Handwritten text in vertical columns, likely a manuscript or ledger. The text is written in a cursive script, possibly Japanese or Chinese, and is organized into several columns separated by vertical lines. The text is written in dark ink on aged, slightly discolored paper.

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