

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office. 30 MAY 1924

Date of completion of report *May 27<sup>th</sup> 1924* Port of *Belfast* No. *9122*  
Survey held at *Belfast* Date, First Survey *Dec 16<sup>th</sup> 1923* Last Survey *May 28<sup>th</sup> 1924*

On the (State if Single, Twin, or Triple Screw) *Single screw steamer ATLANTIDA*

TONNAGE under *3564.84*  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk. *3564.84*  
Do. of Poop  
Do. of R.Q.Dk.  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Dk. *513.00*  
Do. of excess of Hatchways  
Do. above Crown of *107.10*  
Engine Room...  
Gross Tonnage *4190.94*  
Less Crew Space *58.35*  
Less above Crown of *107.10*  
Engine Room...  
TONNAGE FOR FEES... *4190.94*  
Less Engine Room *1588.81*  
Less Navigation Spaces *67.29*

CLASS *1-100 A.1. with fuel tank.*  
Lower decks for fuel cargo  
Breadth (greatest moulded) *50.0*  
Depth, at middle of length from top of keel to top of upper deck beams at side *31.5*  
Transverse Number *11000*  
Length on deck from fore part of stem to after part of stern post *348.83*  
Longitudinal Number *38430*  
Depth "d," at middle of length (See Secs. 2 & 13) *6.46*  
Proportions—Depth to Length—Upper Deck Beam at side to top of keel *11.08*  
Long Bridge Deck Beam at side to top of keel

Master  
Year of appointment  
Built at *Belfast*  
When built *5-1924* Launched *April 24<sup>th</sup> 1924*  
By whom built *Workman Clark & Co. Ltd.*  
Owners *Standard Fruit & Steamship Co.*  
Managers  
Residence *New Orleans*  
Port belonging to *Cuba*  
*Republic of Honduras.*

Register Tonnage *2476.49*  
as out on Beam

Destined Voyage *New Orleans via Cuba* If Surveyed while Building, Afloat, or in Dry Dock *Both*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
<i>348</i>	<i>10</i>		<i>50</i>	<i>0</i>		<i>31</i>	<i>6</i>		<i>3</i>
Moulded depth, ft. <i>31</i> ins. <i>6</i> To Upper Dk. Round of Upper Dk. Beam, Actual <i>13</i> ins.									
Dimensions of Ship per Register, Length <i>350.6</i> breadth <i>50.3</i> depth <i>39.55</i>									
FRAMING.						PILLARS.			
FRAME, Angles or Bars amidships						PILLARS In 'tween Deck, size and spacing			
Do. in peaks						Hold			
Do. in way of Double Bottoms at Solid Floors						Quarter 'tween Dks.,			
at intermdt. Bkts.						in Hold			
Spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.			
from 1/2 length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
in peaks						Rider Plate			
REVERSED FRAME, Angles						Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors						Horizontal Plates on Floors			
at intermdt. Bkts.						Angles or Bulb Angles			
FRAMING, depth of girder						SIDE KEELSONS, Number			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						Angles or Bulb Angles			
in way of Engine and Boiler Spaces						Plate above floors, for length			
thickness at the ends of vessel						Intercoastal Plate, for length			
depth at 1/2 the half breadth, as per Rule						Attached to outside Plating with Angle			
height extended at the Bilges						BILGE KEELSON, Angles			
FLOORS in Cell. Double Bottoms						Intercoastal Plate for length			
state if flanged (top & bottom)						Attached to outside Plating with Angle			
Spacing of Solid floors						SIDE STRINGERS, Number			
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness						Angle			
Angles, Top						Intercoastal Plate, for length			
Bottom						Attached to outside plating with Angle			
to Floors						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)			
Brackets at intermdt. frmg., wdth & thkns						br'dth & thickness (in way of Bridge)			
SIDE GIRDERS, number on each side & thickness						Angle (clear of Bridge)			
state if flanged (top and bottom)						Tie Plate at sides of Hatchways			
Angles (top and bottom)						Deck. * Iron or Steel, for full lng.			
to Floors						Thickness (clear of Bridge)			
MARGIN PLATE, depth (exclusive of flange) and thickness						(in way of Bridge)			
Angle to Outside Plating						Wood Deck. Material & thickness			
Floors						Second Deck Stringer Plate, br'dth & thickness			
Brackets at intermdt. frmg., wdth & thkns						Angles on ditto, No. 1 @ 3' x 3 1/2" x 3/8" x 3/8"			
Height of Outside Brackets above at bilge						Tie Plates outside Hatchways			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Deck. * Iron or Steel, for full lng.			
in Engine and Boiler space						Wood Deck. Material & thickness			
Remainder in Holds						Third Deck Stringer Plate, br'dth & thickness			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angles on ditto, No. 2 @ 3' x 3 1/2" x 3/8" x 3/8"			
In way of Long Bridge						Tie Plates, outside Hatchways			
Spacing						Deck. * Material and thickness			
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Fourth and Fifth Deck Stringer Plate, breadth & thickness			
Spacing						Angles on ditto, No.			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Tie Plates outside Hatchways			
Angles on upper edge						Deck. Material & thickness			
Spacing						Poop Deck Stringer Plate, breadth & thickness			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angle on ditto			
Angles on upper edge						Tie Plates			
Spacing						Deck. Material and thickness			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Bridge Deck Stringer Plate, br'dth & thickness			
Angles on upper edge						Angle on ditto			
Spacing						Tie Plates			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Deck. Material and thickness			
Angles on upper edge						Forecastle Deck Stringer Plate, br'dth & th'kns			
Spacing						Angle on ditto			
						Tie Plates			
						Deck. Material and thickness			

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule, Or as Approved.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule, Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing		one in line of bulkhead			KEEL, Bar, depth and thickness		Flat plate keel	
" " " brdth. & thickness		21 x 30			STEM, moulding and thickness		9 x 3 1/2	
" " " No. of Side Stringers " "					STERN-POST for Rudder do. do.		8 1/2 x 7	
WEB-FRAMES, In E. & B. Space, No. & spacing		None			" for Propeller		12 x 7	
" " " brdth. & thickness		None			" " " " "		9 1/2 x 7	
WEB-FRAMES, In After Body, No. and spacing		one in line of bulkhead			RUDDER—A x D* Table 22. Speed		15 knots	
" " " brdth. & thickness		21 x 30			Main-Piece, diameter at head		10 1/2	
" " " No. of Side Stringers " "		8 x 3 x 46 BA			" " " " at heel		11	
" " " Size of Face Angles to Web-Frames		double			" " " " "		7	
BRACKET PLATES to Stringers between Web Frames, depth and thickness		7 x 3 1/2 x 50 BA						

BULKHEADS.		Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up, state deck.
Vessel.	Per Rule.	Inches.	Horizontal.	Vertical.	Size.	Spacing.	
W.T. BULKHEADS	4	6	44-30	5 x 3 x 40 x 4 1/2 x 30	24	single	2nd deck
9			37-76	7 x 3 x 43 BA	30	"	"
52			38-76	7 x 3 x 43 BA	30	"	"
81			50-38	9 x 3 x 50 BA	24	"	4th deck
130			34-76	6 x 3 x 38 BA	24	"	upper deck
COLLISION PARTITION							
LONGITUDINAL							

Are the outside Plates doubled two spaces of Frames in length? *Yes*

Are the Shave Valves and Watertight Doors in efficient working order? *Yes*

RUDDER, how constructed *Forged wrought steel*

Thickness of Plates or Single Plate *1.04*

Can the Rudder be unshipped afloat? *Yes*

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. *Port Talbot. Bessemer. Llanabon Sls.*

Open hearth process

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

PLATING.		PER RULE OR AS APPROVED.		RIVETING.	
AS IN SHIP.		AMIDSHIP.		EDGES, Ordinary or Joggled?	
STRAKES.	AMIDSHIP.	FORWARD.	AFT.	Single or Double.	BUTTS.
FLAT PLATE KEEL	48	64	58	48	64
GARBOARD or A Strake	76 1/2	52	44	52	44
B	73	"	43	52	43
C	73	"	52	52	52
D	73	"	42	52	42
E	62 1/2	"	40	52	40
F	71	"	43	52	43
G	74	"	42	52	42
H	71	"	40	52	40
I	86	54	40 x 64	40	54
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
T					
U					
V					
W					

Plating in way of string frame increased as required by Rules

Scams angle at ends aft of 24 x 27 frames & forward of frames 113 x 117 frames (12 about 3/5 L)

2 extra rivets fitted in shell seams in each space in way of all bunkers on ship's side

Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck		Butts of Side Stringers	
Stringer Plate	Butts, 366 riveted for half length amidship.	Butts, 366 riveted for full length amidship.	
Second Deck	Stringer Plate	Butts, 266 riveted for full length amidship.	
Stringer Plate	Straps, single or overlapped for full length amidship.		

Inner Bottom Plating, riveting of Edges *single* in Butts *double* in Butts

Centre Girder Butts, 366 riveted. Keelson Butts, riveted.

Frames, riveted through Plates with 7/8 in. Rivets, about 7 dia. apart.

Rivets, state whether Iron or Steel *steel 9 mm*

FRAMES extend in one length from *Centre keelson to margin; thence to upper & 2nd deck alternately*

REVERSED FRAMES on floors and frames extend from *Centre keelson to tank margin*

State if ordinary or joggled *joggled*

MASTS, SPARS, &c.		DIAMETER AND THICKNESS.		No. of Plates in round.		ANGLES.		RIVETING.	
Material.	Total Length.	At Partners.	Heel.	Hounds.	Head.	Number.	Size.	Seams.	Butts.
LOWER MASTS	Fore	steel	50-11	37 x 50	37 x 50	-	21 x 40	two	none
	Main		50-11	33 x 34	33 x 34	-	19 x 30	two	none
	Mizen								
Bowsprit	none								
Topmasts, Yards and Remainder of Spars	Steel 39-0 long; fore 31 dia; main 19 dia at heel 8 at pole.								
Rigging, Material and Size, Shrouds	Fore 3 @ 6 Main 1 @ 5. 1 @ 5 1/2 each side								
Sails,	None								

Sails, and the following spare sails

EQUIPMENT No. 29536				LETTER W				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	
86637	1st Bower	53	2	7	stockless			44	0	1	7	52	2	0	Walls
86193	2nd "	50	0	5	"			42	9	0	7	52	2	0	"
86783	3rd "	47	0	35	"			40	13	0	14	44	2	0	"
	4th "														
	Collective weight.	149	3	9								149	2	0	
86711	Stream	14	0	5	3	3	0	15	14	2	21	14	0	0	Hotman
	Kedge											22	stock		

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 29. 2. 14 (33. 3. 22 in fine block) DDW 5881 29. 5. 13  
2nd " 29. 1. 7 (32. 1. 18 " " " ) WAD 765 13. 10. 32  
3rd " 26. 0. 6 (29. 0. 14 " " " ) ND. 1722 20. 7. 33  
4th "

#### CHAIN CABLES.

#### HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size per Table 31.
	Length. Diam.	Statutory. Break-ing.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
75474	135 2 3/4	76 1/2 107 10	290 1. 3 296 3. 14	270 2 3/4	stock	Hungley, Hetherton 29. 2. 22	29. 2. 22	LOWLINE SW.	130 4 3/4	39	170 4 3/4
75492	135 2 3/4	" "	240 0. 13 286 3. 14		link	" "	18. 3. 22	HAWSERS & WARPS			
Stream	90 4 1/2		39	90 4 1/2					4 @ 70 3	26. 2	4 @ 90 2 3/4 SW

Boats 4 (wood) 26'0" x 8'0" x 3'4"

Pumps, Number one to chain locker

Windlass is Steam (Clark Chapman & Co)

Engine Room Skylights.—How constructed? steel plates ranges

Coal Bunker Openings.—How constructed? No coal bunkers

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 scuppers each side 3 1/2" dia

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

Cargo Hatchways.—How formed? steel plates ranges

State size No. 1 Hatch (Forward) 22'6" x 16'0" No. 2 Hatch 27'6" x 16'0" No. 3 Hatch 20'0" x 16'0" No. 4 Hatch 25'0" x 16'0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 @ 4'1. 2 + 4 Ladders 3 @ 4'3. All 13'6" x 6" x 49 lb. I section

No. of Breasthooks 9 No. of Crutches deep floors.

Bulwarks, height above deck and description. Listed under Life Buoy way 8. Main Rail, material and size 3'6" high also short bulwark around stern

The foregoing is a correct description.

Builder's Signature (here only)

ASSISTANT SECRETARY.

Surveyor's Signature

Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) 1923. N. Oct. 12. 16. 17. 18

19. 22. 23. 26. 29. 30 Nov. 1. 2(E) M3. 5. 6. 12. 15. 19. 20 Dec. 5. 11. 14. 29. 1924. Jan. 4. 14. 21. 25. Apr. 7. 11.

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. (frames jagged midships) 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? No.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? or overlapped; yes.

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes.

State results of tests satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? 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 of the above dates and in conformity with the Rules

for the class contemplated. The material & workmanship are good.

The approved plans 17 in number together with 3 forging & casting reports

are forwarded under separate cover.

Double bottom tanks, peak tanks & oil fuel bunkers tested in

accordance with Rule requirements & made tight.

Certified copy of owner's superintendent's letter regarding omission

of 4'3" & 5' bulkheads attached hereto.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.

Sister vessel by Swan Hunter to B.C. classification

The amount of Entry Fee ..... £ 8 : 0 : 0

Special Survey Fee.... £ 24 : 11 : 0

Travelling Expenses, if any £ 10 : 0 : 0

Fees applied for, May 21 1924

Hull & Machinery

Certificate to be sent to Belfast

Date of issue 20/6/24

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

100 A. 1 Lower decks for general cargo. Intermediate bulkheads

in fore & aft bulkheads displaced with 100 A. 1. Ashmull

4 B.H. only.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 11 JUN 1924

Character assigned

100 A. 1

subject.

with freeboard

+ L.N.B. 5. 24. F.D. O.G.

Lloyd's A.B.C.

Issued for oil fuel 5' 3 1/2

F.P. above 150° F.

Lower deck for general cargo.

TUES. 26 MAY 1925

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Lloyd's Register Foundation

## Owner's extras

Painting stringer in fore hold.

3 side stringers in engine room.

Side stringer in after tunnel recess.

Side stringer in after peak of hull angle, with intercostal plate lagged to shell.

To complete the vessel.

The shoring of the fruit decks, lining of the holds at sides, lining of the oil bunker bulkheads in hold, ~~fitting of wood~~ ~~padding~~ ~~where necessary in holds~~, will be effected by Owner's on vessel's arrival at ~~San Louis port of New Orleans~~ Ceiba.

Lugs are fitted to oil bunker bulkheads in hold for attachment of grounds for wood lining.

The scupper and pipes on ship's side will be protected by the close lining which the owner will fit at the same port. Other scupper pipes and valve rods have been protected by wood casings fitted by builder.

The tonnages will be remeasured by the U.S.A. authorities at New Orleans.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle <sup>15 1/2</sup> 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 otl (U.S. Ws. Oak). 2 lower decks shored for fruit cargo.

Official No. ☒; Signal Letters ☒State if Machinery is fitted aft ☒ No. <sup>machines</sup>

How are the surfaces preserved from oxidation? Inside Paint &amp; Cement.

Outside Paint.

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

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <sup>Afterside</sup>	92.5	86	Fore peak tank,		
Double bottom, under Engines and Boilers,	-	-	After peak tank,		78
Double bottom, if under Engines only, <sup>Red water</sup>	20.0	50	Deep tank, aft,		52
Double bottom, if under Boilers only, <sup>Common to side oil bunkers</sup>	118.5	164	Deep tank, forward,		-
Double bottom, forward,			Other tanks, if fitted,		-
	Total capacity of double bottom	300	(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. <sup>Yes.</sup>Order for Special Survey No. <sup>745</sup>

Date

Nov. 1<sup>st</sup> 1923

No.

472 in builder's yard.

Dates of Surveys held while building

1923. Oct. 16. 19. 22. 23. 26. 29. Nov. 1. 5. 7. 8. 12. 15. 21. 22. 26 Dec. 10. 11. 21.  
 1924. Jan. 3. 7. 8. 16. 23. 24. 28. 30. Feb. 4. 6. 7. 12. 15. 22. 29. Mar. 5. 10. 12. 13. 19. 21.  
 24. 26. 28. 31. April 7. 8. 9. 10. 11. 12. 17. 18. 19. 23. 24. May 1. 2. 8. 9. 12. 14. 15.  
 20. 21. 22. 26. 27. 28.

Total No. of Visits

68

Surveyor's Signature

W. R. M. Aspinwall

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