

With or Without

Disconnected Erections.

STEEL STEAMER.

MON. 27 AUG. 1923

Received at London Office

State if Report is also sent on the Machinery of the Vessel. *Yes*

Date of completion of report
Survey held at

23rd August 1923

BILBAO

Port of

BILBAO

Date, First Survey

9th August 1916

Last Survey

4th August 1923

1923

On the (State if Single, Twin, or Triple Screw)

TWIN SCREW STEAMER

ALFONSO XIII

Rig

Schooner

TONNAGE under

Tonnage Deck...

Do. between Tonnage Dk. &

and 3rd and 4th Dk.

Total under Upper Dk.

No. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES.

Less Engine Room

ation Spaces

CLASS

100A1, SHAD 25

Master

AUGUSTINE GIBERNAU

Year of appointment

1917

Built at

BILBAO

When built

1916 to 1923. Launched 14th Sept. 1920.

By whom built

Soc ESPAÑOLA DE CONSTRUCCION NAVAL

Owners

SA TRASATLANTICA

Managers

do.

Residence

Barcelona.

Port belonging to

Barcelona.

nnage

am

on Deck

ule

480

0

BREADTH

Moulded

61

0

DEPTH, ACTUAL

Top of Floors to top of Upper Dk. Beams

Second Dk. Beams

32

75

No. of Decks with Hatchways

No. of Tiers of Beams

4

4

of Ship per Register, Length

480

breadth

61

depth

32

34

Moulded depth, ft.

43

ins.

9

To Bridge Dk.

Round of Upper

To Upper Dk.

Dk. Beam, Actual

3067

ins.

12

FRAMING.

Angles, or π Bars amidships

228

88

13

8

3 1/2

58

peaks

228

88

13

8

3 1/2

58

of Double Bottoms at Solid Floors

90

90

12

11 1/2

3 1/2

48

46

at intermdt. Bkts.

28 1/2

from $\frac{1}{2}$ length to Collision bulkhead

27

in peaks

24

FRAME, Angles

203

88

10

7 1/2

3 1/2

42

of Double Bottoms at Solid Floors

228

88

15

7 1/2

9

4

58

at intermdt. Bkts.

90

90

12

11 1/2

3 1/2

48

46

depth of girder

127

17

5

5

66

depth and thickness of Floor Plate

12

11

21

12

11

21

at mid-line for $\frac{1}{2}$ length amidships

12

11

21

way of Engine and Boiler Spaces

12

11

21

ness at the ends of vessel

12

11

21

at $\frac{1}{2}$ the half breadth, as per Rule

12

11

21

at extended at the Bilges

12

11

21

n Cell. Double Bottoms

12

11

21

state if flanged (top & bottom)

12

11

21

spacing of Solid floors

12

11

21

IRDER, in Dbl. bottom, dpth. & thcknss.

12

11

21

Angles, Top

12

11

21

Bottom

12

11

21

to Floors

12

11

21

rackets at intermdt. frmg., wdth & thcknss

12

11

21

ERS, number on each side & thickness

12

11

21

state if flanged (top and bottom)

12

11

21

Angles (top and bottom)

12

11

21

to Floors

12

11

21

PLATE, depth (exclusive of flange) and thickness

12

11

21

Angle to Outside Plating

12

11

21

Floors

12

11

21

rackets at intermdt. frmg., wdth & thcknss

12

11

21

ight of Outside Brackets above at bilge

12

11

21

OTTON PLATING, breadth and thickness of Middle Line Strake

12

11

21

in Engine and Boiler space

12

11

21

Remainder in Holds

12

11

21

SHADE

12

11

21

Deck, Single Angle, Bulb

12

11

21

Angle, Plate, Tee Bulb, or Channel

12

11

21

way of Long Bridge

12

11

21

Deck, Single Angle, Bulb

12

11

21

Angle, Plate, Tee Bulb, or Channel

12

11

21

Deck, Single Angle, Bulb

12

11

21

Angle, Plate, Tee Bulb, or Channel

12

11

21

Deck, Single Angle, Bulb

12

11

21

Angle, Plate, Tee Bulb, or Channel

12

11

21

Deck, Single Angle, Bulb

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11

21

Angle, Plate, Tee Bulb, or Channel

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Deck, Single Angle, Bulb

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11

21

Angle, Plate, Tee Bulb, or Channel

12

11

21

Deck, Single Angle, Bulb

12

11

21

Angle, Plate, Tee Bulb, or Channel

12

11

21

Deck, Single Angle, Bulb

12

11

21

Angle, Plate, Tee Bulb, or Channel

12

SCANTLING OF H.T. BULKHEADS

No. of FRAM.	THICKNESS	HORIZONTAL STIFFENING	VERTICAL STIFFENING	ANGLE OR DOUBLE PLATING	HEIGHT
N° 9 LOWER TO MAIN DECK	7/16 to 5/8	✓	150 x 75 x 11 ANGLE. 610	90 x 90 x 10	2. to 4 DE
N° 11 KEEL TO LOWER DECK	10/16 to 9/16	✓	220 x 76 x 11 610	127 x 127 x 12.7	UDK
N° 17 MAIN TO UPPER DECK	6/16 ✓	✓	102 x 76 x 9 760 ✓	90 x 90 x 9.2	UDK
N° 27 T.T. TO LOWER DECK	9/16 ✓	✓	150 x 75 x 11 ✓ 760 ✓	228 x 88 x 13 ✓	UDK
N° 27 LOWER TO MAIN DECK	7/16 ✓	✓	150 x 75 x 11 ✓ 760 ✓	✓	✓
N° 29 MAIN TO UPPER DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	✓	✓
N° 42 T.T. TO LOWER DECK	9/16 ✓	✓	228 x 88 x 13 ✓ 760 ✓	✓	✓
N° 42 LOWER TO MAIN DECK	7/16 ✓	✓	150 x 75 x 11 ✓ 760 ✓	✓	✓
N° 42 MAIN TO UPPER DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	✓	✓
N° 56 T.T. TO LOWER DECK	11/16 to 9/16	✓	228 x 88 x 13 ✓ 760 ✓	150 x 150 x 14 ✓	2. DE
N° 62 LOWER TO MAIN DECK	7/16 ✓	✓	150 x 75 x 11 ✓ 760 ✓	88 x 88 x 10 ✓	UDK
N° 62 MAIN TO UPPER DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	✓	✓
N° 75 T.T. TO MAIN DECK	12/16 to 9/16	✓	228 x 88 x 13 ✓ 760 ✓	150 x 150 x 14 ✓	MDK
N° 83 MAIN TO UPPER DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	90 x 90 x 9.2 ✓	UDK
N° 90 T.T. TO MAIN DECK	12/16 to 9/16	✓	228 x 88 x 13 ✓ 760 ✓	150 x 150 x 14 ✓	MDK
N° 108 T.T. TO MAIN DECK	12/16 to 9/16	✓	228 x 88 x 13 ✓ 760 ✓	150 x 150 x 14 ✓	MDK
N° 108 MAIN TO UPPER DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	✓	✓
N° 136 T.T. TO L. DECK	12/16 to 9/16	✓	228 x 88 x 13 ✓ 760 ✓	228 x 88 x 13 ✓	✓
N° 136 L. TO MDK	7/16 ✓	✓	150 x 75 x 11 ✓ 760 ✓	✓	✓
N° 136 MDK TO U. DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	✓	✓
N° 154 T.T. TO L. DECK	11/16 to 10/16	✓	228 x 88 x 13 ✓ 760 ✓	✓	✓
N° 154 L. TO MDK	7/16 ✓	✓	150 x 75 x 11 ✓ 760 ✓	✓	✓
N° 154 MDK TO U. DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	✓	✓
N° 166 MDK TO U. DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	90 x 90 x 11.5 ✓	✓
N° 172 L. TO MDK	7/16 to 10/16	✓	150 x 75 x 11 ✓ 760 ✓	228 x 88 x 13 ✓	UDK
N° 172 T.T. TO L. DECK	11/16 to 10/16	✓	228 x 88 x 13 ✓ 760 ✓	✓	✓
N° 191 T.T. TO L. DECK	10/16 to 8/16	✓	228 x 88 x 13 ✓ 760 ✓	90 x 90 x 11.5 ✓	MDK
N° 194 T.T. TO L. DECK	11/16 to 10/16	✓	228 x 88 x 13 ✓ 760 ✓	127 x 127 x 14 ✓	UDK
N° 194 L. TO MDK	7/16 ✓	✓	150 x 75 x 11 ✓ 760 ✓	✓	✓
N° 194 MDK TO U. DECK	6/16 ✓	✓	102 x 76 x 9 ✓ 760 ✓	✓	✓

When deck shell connections required on bulkheads to shell, electric welding has been effected as per plan approved.

The Census representative has requested that the classification certificate should be signed and stamped by the Spanish Consul in London before being sent to the Census.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. COMPLETE SWAGE DECK.

No. and Material of Decks (Steel or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book). 4 DECK STEEL 4 TIERS BEAMS. 228 x 88 x 13, 150 x 75 x 11, 102 x 76 x 9, 90 x 90 x 11.5.

Official No. ; Signal Letters ; State if Machinery is fitted aft ; How are the surfaces preserved from oxidation? Inside 5 Coats of paint; Outside 5 Coats of paint.

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

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	85.573	144.31	Fore peak tank,	35.426	83.55
Double bottom, under Engines and Boilers,	142.522	615.13	After peak tank,	42.65	79.14
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	174.537	545.56	Other tanks, if fitted,	31	60.0
Total capacity of double bottom,		1305.00	(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. All cellular double bottom and fore and after peaks tested in accordance with Rules requirements and found satisfactory.

Order for Special Survey No. ; Date 3rd October 1916; No. in builder's yard. DATES OF SURVEYS held while building: 10-11-16, 11-11-16, 12-11-16, 13-11-16, 14-11-16, 15-11-16, 16-11-16, 17-11-16, 18-11-16, 19-11-16, 20-11-16, 21-11-16, 22-11-16, 23-11-16, 24-11-16, 25-11-16, 26-11-16, 27-11-16, 28-11-16, 29-11-16, 30-11-16, 1-12-16, 2-12-16, 3-12-16, 4-12-16, 5-12-16, 6-12-16, 7-12-16, 8-12-16, 9-12-16, 10-12-16, 11-12-16, 12-12-16, 13-12-16, 14-12-16, 15-12-16, 16-12-16, 17-12-16, 18-12-16, 19-12-16, 20-12-16, 21-12-16, 22-12-16, 23-12-16, 24-12-16, 25-12-16, 26-12-16, 27-12-16, 28-12-16, 29-12-16, 30-12-16, 31-12-16, 1-1-17, 2-1-17, 3-1-17, 4-1-17, 5-1-17, 6-1-17, 7-1-17, 8-1-17, 9-1-17, 10-1-17, 11-1-17, 12-1-17, 13-1-17, 14-1-17, 15-1-17, 16-1-17, 17-1-17, 18-1-17, 19-1-17, 20-1-17, 21-1-17, 22-1-17, 23-1-17, 24-1-17, 25-1-17, 26-1-17, 27-1-17, 28-1-17, 29-1-17, 30-1-17, 31-1-17, 1-2-17, 2-2-17, 3-2-17, 4-2-17, 5-2-17, 6-2-17, 7-2-17, 8-2-17, 9-2-17, 10-2-17, 11-2-17, 12-2-17, 13-2-17, 14-2-17, 15-2-17, 16-2-17, 17-2-17, 18-2-17, 19-2-17, 20-2-17, 21-2-17, 22-2-17, 23-2-17, 24-2-17, 25-2-17, 26-2-17, 27-2-17, 28-2-17, 29-2-17, 30-2-17, 31-2-17, 1-3-17, 2-3-17, 3-3-17, 4-3-17, 5-3-17, 6-3-17, 7-3-17, 8-3-17, 9-3-17, 10-3-17, 11-3-17, 12-3-17, 13-3-17, 14-3-17, 15-3-17, 16-3-17, 17-3-17, 18-3-17, 19-3-17, 20-3-17, 21-3-17, 22-3-17, 23-3-17, 24-3-17, 25-3-17, 26-3-17, 27-3-17, 28-3-17, 29-3-17, 30-3-17, 31-3-17, 1-4-17, 2-4-17, 3-4-17, 4-4-17, 5-4-17, 6-4-17, 7-4-17, 8-4-17, 9-4-17, 10-4-17, 11-4-17, 12-4-17, 13-4-17, 14-4-17, 15-4-17, 16-4-17, 17-4-17, 18-4-17, 19-4-17, 20-4-17, 21-4-17, 22-4-17, 23-4-17, 24-4-17, 25-4-17, 26-4-17, 27-4-17, 28-4-17, 29-4-17, 30-4-17, 31-4-17, 1-5-17, 2-5-17, 3-5-17, 4-5-17, 5-5-17, 6-5-17, 7-5-17, 8-5-17, 9-5-17, 10-5-17, 11-5-17, 12-5-17, 13-5-17, 14-5-17, 15-5-17, 16-5-17, 17-5-17, 18-5-17, 19-5-17, 20-5-17, 21-5-17, 22-5-17, 23-5-17, 24-5-17, 25-5-17, 26-5-17, 27-5-17, 28-5-17, 29-5-17, 30-5-17, 31-5-17, 1-6-17, 2-6-17, 3-6-17, 4-6-17, 5-6-17, 6-6-17, 7-6-17, 8-6-17, 9-6-17, 10-6-17, 11-6-17, 12-6-17, 13-6-17, 14-6-17, 15-6-17, 16-6-17, 17-6-17, 18-6-17, 19-6-17, 20-6-17, 21-6-17, 22-6-17, 23-6-17, 24-6-17, 25-6-17, 26-6-17, 27-6-17, 28-6-17, 29-6-17, 30-6-17, 31-6-17, 1-7-17, 2-7-17, 3-7-17, 4-7-17, 5-7-17, 6-7-17, 7-7-17, 8-7-17, 9-7-17, 10-7-17, 11-7-17, 12-7-17, 13-7-17, 14-7-17, 15-7-17, 16-7-17, 17-7-17, 18-7-17, 19-7-17, 20-7-17, 21-7-17, 22-7-17, 23-7-17, 24-7-17, 25-7-17, 26-7-17, 27-7-17, 28-7-17, 29-7-17, 30-7-17, 31-7-17, 1-8-17, 2-8-17, 3-8-17, 4-8-17, 5-8-17, 6-8-17, 7-8-17, 8-8-17, 9-8-17, 10-8-17, 11-8-17, 12-8-17, 13-8-17, 14-8-17, 15-8-17, 16-8-17, 17-8-17, 18-8-17, 19-8-17, 20-8-17, 21-8-17, 22-8-17, 23-8-17, 24-8-17, 25-8-17, 26-8-17, 27-8-17, 28-8-17, 29-8-17, 30-8-17, 31-8-17, 1-9-17, 2-9-17, 3-9-17, 4-9-17, 5-9-17, 6-9-17, 7-9-17, 8-9-17, 9-9-17, 10-9-17, 11-9-17, 12-9-17, 13-9-17, 14-9-17, 15-9-17, 16-9-17, 17-9-17, 18-9-17, 19-9-17, 20-9-17, 21-9-17, 22-9-17, 23-9-17, 24-9-17, 25-9-17, 26-9-17, 27-9-17, 28-9-17, 29-9-17, 30-9-17, 31-9-17, 1-10-17, 2-10-17, 3-10-17, 4-10-17, 5-10-17, 6-10-17, 7-10-17, 8-10-17, 9-10-17, 10-10-17, 11-10-17, 12-10-17, 13-10-17, 14-10-17, 15-10-17, 16-10-17, 17-10-17, 18-10-17, 19-10-17, 20-10-17, 21-10-17, 22-10-17, 23-10-17, 24-10-17, 25-10-17, 26-10-17, 27-10-17, 28-10-17, 29-10-17, 30-10-17, 31-10-17, 1-11-17, 2-11-17, 3-11-17, 4-11-17, 5-11-17, 6-11-17, 7-11-17, 8-11-17, 9-11-17, 10-11-17, 11-11-17, 12-11-17, 13-11-17, 14-11-17, 15-11-17, 16-11-17, 17-11-17, 18-11-17, 19-11-17, 20-11-17, 21-11-17, 22-11-17, 23-11-17, 24-11-17, 25-11-17, 26-11-17, 27-11-17, 28-11-17, 29-11-17, 30-11-17, 31-11-17, 1-12-17, 2-12-17, 3-12-17, 4-12-17, 5-12-17, 6-12-17, 7-12-17, 8-12-17, 9-12-17, 10-12-17, 11-12-17, 12-12-17, 13-12-17, 14-12-17, 15-12-17, 16-12-17, 17-12-17, 18-12-17, 19-12-17, 20-12-17, 21-12-17, 22-12-17, 23-12-17, 24-12-17, 25-12-17, 26-12-17, 27-12-17, 28-12-17, 29-12-17, 30-12-17, 31-12-17, 1-1-18, 2-1-18, 3-1-18, 4-1-18, 5-1-18, 6-1-18, 7-1-18, 8-1-18, 9-1-18, 10-1-18, 11-1-18, 12-1-18, 13-1-18, 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Fore end of 2nd Class music room 2 plates removed and 1 plate removed, sand and replaced.

Fore end of 2nd . . . 1 side plate removed and 3 plates . . .

and top angle of this room removed.

The bulkhead forming after end of 1st Class smoke room promenade deck completely removed plates and angles.

Air trunk to 1st Class cabins on promenade deck 3 plates removed, 4 plates removed, sand and replaced, top and bottom angles removed, 4 dom of 1st Class smoke room removed,

also 2 dom to passage 1st Class special cabins removed, division bulkhead of passage removed,

on 1st Class gullies to 1st Class special cabins removed plates and stiffeners complete,

1st Class smoke room laundry bulkheads removed complete.

The longitudinal bulkhead port side between shade and promenade decks forming

side of 2nd Class dining saloon and 1st Class cabins. 10 plates removed, 4 plates removed

sand and replaced and 1 plate sand in place. 40 meters of top angle removed, 43 angle

stiffeners removed sand and replaced, 2 web frames removed and 2 web frames

removed sand and replaced. Bulkhead dividing W.C. bath room from 1st Class cabins, all

plates and 4 angle stiffeners removed. 1 plate of sea proof bulkhead sand in place.

All cement and tiling work of 1st Class laundry removed.

Longitudinal bulkhead starboard side between shade and promenade decks. 6 plates

removed, 3 plates removed sand and replaced, and 2 plates sand in place, about 20

meters of top angle removed, 25 angle stiffeners removed sand and replaced, 1 web

sand in place and 1 web frame removed sand and replaced, bulkheads of WC attached

to childrens dining room removed plates and 4 angle stiffeners, bulkheads of 1st Class WC

and bath rooms 7 plates, 10 angle stiffeners and 3 half round bars removed.

Steel bulwarks between shade and promenade decks port side 1 plate removed, 2 plates

removed sand and replaced, 3 lengths of top rail removed, 6 lengths removed sand and

replaced, 14 angle stiffeners and 14 angle supports of promenade deck removed sand and replaced.

Steel bulwarks between promenade and boat decks. Port side 43 meters of plate

removed, 43 meters of top angle removed, 18 angle stiffeners removed sand and replaced.

Starboard side 11 meters of plate removed sand and replaced, 1 plate sand in place,

12 meters of top angle sand,

Boiler casing Port side 12 plates removed, 3 plates removed sand and replaced,

14 angle stiffeners removed sand and replaced.

Boiler casing Starboard side. 2 plates removed, 7 plates removed sand and replaced,

1 plate sand in place, 12 angle stiffeners removed sand and replaced.

Fore end of boiler casing Port 2 plates removed sand and replaced.

Passage way from 1st Class special cabins 9 bulkhead plates removed sand and replaced,

Trunk for the lift. 2 plates removed and 1 plate removed sand and replaced.

Air trunk to 1st Class W.C. bath rooms, 6 plates removed and 4 removed sand. replaced.

. . . 2nd . . . 8 . . . 3 . . .

and 10 angle stiffeners removed.

Engine casing. fore end bulkhead 4 plates removed and 6 removed sand and replaced.

. . . Port side 6 plates removed and 1 sand in place and 10 stiffeners sand.

. . . Starboard . 5 . . . 1 sand in place and 2 plates removed sand

and replaced and 10 angle stiffeners removed sand and replaced.

. . . After end removed complete plates and angle stiffeners.

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of

Bellao.

T. S. S. ALFONSO XIII

Report of fire damage continued

Continuation of Report No. 6299 dated 23/8/23.

on the

Highlights to 1st Class special cabins 2 plates removed, 1 plate removed sand and replaced, angles to table top removed. Port and starboard.

Wardens telegraph house on boat deck. 3 side plates removed, 3 plates removed sand and replaced, 17 angle stiffeners sand, 4 beam removed sand and replaced, 4 tie plates on house top removed sand and replaced.

Highlights to 1st Class smoke room. 1 plate removed, 1 plate removed sand and replaced, and 1 plate sand in place, about 15 meters of angle bar removed.

Top of 1st Class hall. 5 plates removed, 3 beam removed sand and replaced, slight repaired.

Joiner Work. About 911 sq. meters of wood bulkheading of 1st Class special cabins, shade deck.

45 wood down to cabins removed with their fittings, 260 sq. meters of sand ceiling of 1st Class cabins, 140 sq. meters of cork slabs at side of corridors for insulation, 20 sized supports for lantern bulkheads removed, 34 back window shutters removed, 15 sq. meters of mahogany spray sides of children dining room removed, 15 single children's lanterns removed, and 44 double ones removed, 20 mahogany end tables removed, 25 mahogany sofas and chairs removed, 20 mahogany night tables removed, 3 Pullman sofas removed, 2 Mahogany sofas and 2 wing chairs of bureau removed, 30 W. Metal candle holders removed, staining and mahogany handrails removed for 1st Class cabins.

Promenade deck cabins. All the woodwork of 2nd Class smoke room, 2nd Class music room, 1st Class billiard, 1st Class hall and 1st Class smoke room removed, 2 back ladders removed, The door fittings and port upholds of above cabins all removed.

All fresh and salt water piping and part salt deck piping damaged by fire has now been removed. The electric cables, fittings and lamps in above cabins all removed.

46 brass window frames and glass removed, and 38 repaired and refitted. 20 brass window frames to lanterns etc removed.

On completion of all the above mentioned repairs the new and repaired has been painted and the vessel left in a good state of repair as she was before the damage occurred.

No damage report was required from us as the Madrasites sent their representative out to Bellao and he made his report of survey.

Alfonso



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