

1 or 2 Decks.

IRON OR STEEL STEAMER.

Received at London 2 DEC 1902

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

Date of completion of Report 26th Nov

Port of Cadix

No. 290

Survey held at Cadix

Date, First Survey 15th October 1901

Last Survey 26th Nov 1902

On the Steel Screw Steamer

Jose de Aramburu

Rig Schooner

Table with columns for Tonnage under Deck, Do. of Poop, Do. of Raised Gr., etc.

Table with columns for Half Breadth, Depth, Girth of Half Midship Frame, etc.

Table with columns for Master, Year of appointment, Built at, etc.

Summary table with columns for Breadth, Depth, Power of Engines, No. of Decks, etc.

Main structural specifications table with columns for ORGINGS AND CASTINGS, KEELSONS AND STRINGERS, FRAMING, etc.

W814-0089 1/2

BULKHEADS. No. in Vessel 4 No. Reqd. by Rule 4

Ceiling betwixt Decks, thickness and material
 " in hold do. do. 2 1/2" pine

Number of Breasthooks 3
 " Crutches

W. T. BULKHEADS	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
PARTITION	<u>2 1/2" lower</u>	Vrtcl.	<u>2'-6"</u>	<u>Upper St</u>	<u>Double</u>
	<u>5" above</u>	Hrztntl.	<u>4"</u>		
LONGITUDINAL	<u>1/2"</u>	Vrtcl.	<u>2'-6"</u>		
		Hrztntl.			

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

The FRAMES extend in one length from margin plate to margin plate Riveted through Plates with 7/8 in. Rivets, about 5 1/2" apart

The REVERSED ANGLE on floors and frames extend from margin plate to margin plate in pieces inside tank & from margin plate to upper deck
& up to fore-castle deck alternately

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets 1" in diameter, averaging 4" ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8" in diameter, averaging 3 1/2" ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for all length; with rivets 7/8" in dia., averaging 3" ins. from cr. to cr.

Butts of all overlapped for all length, treble riveted for all length; with rivets 7/8" in dia., averaging 3" ins. from cr. to cr.

Butts of all Strakes at Bilge for all length, treble riveted with Butt Straps thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 7/8" in diameter, averaging 3 1/2" ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for all length; with rivets 7/8" in dia., averaging 3" ins. from cr. to cr.

Butts of all overlapped for all length, treble riveted for all length; with rivets 7/8" in dia., averaging 3" ins. from cr. to cr.

Edges of Sheerstrake, double or single riveted.

Butts of Sheerstrake, treble riveted for all length midships.

Butts of Main Stringer Plate, treble riveted for all length midships. **Single or Double Butt Straps to Stringer Plate for** all length.

Butts of Inner Bottom Plating double riveted for all length. **Butts of Centre Girder** treble riveted straps

Breadth of edge laps of Shell Plating in double riveting 5 1/2". Breadth of edge laps of Shell Plating in single riveting

Butt Straps of Shell Plating breadth and thickness 9" Butts, if Lapped, breadth of laps 9"

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted?

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Siemens Martin Process, Corbett Iron & Steel.

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? no

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes two clear spaces of frames at least

MASTS, SPARS, &c.

Masts, Spars, &c.	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	100nds.		Number.	Size.	Seams.	Butts.
Fore Mast	Steel	71'	20"	15"	13"	2			single 2 1/2"	double riveted
Main Mast	Steel	63'	17"	13"	12"	2			single 2 1/2"	butt straps
Mizen Mast										

Bowsprit

Topmasts, Yards and Remainder of Spars wood topmasts

Rigging, Material and Size, Shrouds galvanized steel wire rope 4 3/4" Stays 4 3/4" x 3 1/2"

Sails. Suit of Sails, and the following spare sails

EQUIPMENT No. 24369 LETTER S ANCHORS.

Number of Certificate.	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE	Description of Anchor.	Makers.	Where and when tested and Superintendent.				
			Tons.	cwts.	qrs.	lbs.					Cwts.	qrs.	lbs.	
23553	40	2	0				36	2	0	Hookless	Joseph Wright Lloyd's proving house			
23556	39	2	0				35	8	3	0	11/40	Hookless	Joseph Wright Lloyd's proving house	
23557	34	2	2 1/2				32	1	3	14	34	Hookless	Joseph Wright Lloyd's proving house	
Collective weight	114	2	2 1/2				114							
Stream	10	2	2 1/2	3	7	12	10	3	2 1/2	10	2	Ordinary	Ordinary	Ordinary
Kedge	5	1	2 1/2	1	2 1/2	7	14	0	7	5	1	Ordinary	Ordinary	Ordinary
2nd Kedge														

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.
23847	120	1 1/2"	breaking	209-0-11	240-17 1/2	Steel link chain cable	J. Wright & Co.	2nd July 1902. Lloyd's	TOWLING*	180	7"	180-7"
23848	120	1 1/2"	breaking	211-0-26		Steel link chain cable	J. Wright & Co.	2nd July 1902. Lloyd's	TOWLING*	180	6"	180-6"
Iron Str. main or Steel Wire	75	4 1/2"	35	420-1-9	397-3-6	Steel wire	J. Wright & Co.	2nd July 1902. Lloyd's	TOWLING*	180	6"	180-6"
Towline (steel wire)	90	4"	33			Steel wire	J. Wright & Co.	2nd July 1902. Lloyd's	TOWLING*	180	6"	180-6"

HAWSERS AND WARPS.

Boats 3-2 Life boats & one service boat, each life boat to carry 28 men which forms the crew

Pumps, Number 4 Diameter of Barrel and Tail Pipe 5 1/2" barrel - 2 1/4" tail pipe

The Windlass is Steam, Clarke Chapman's Capstan

Engine Room Skylights.—How constructed? of steel

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? hatchways How are lids secured? cleats & flat iron bars Height above deck? 18"

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 12 scuppers & 8 freeing ports 32" x 24" x 6" mousing pipes 12" x 8"

Cargo Hatchways.—How formed? of steel plates 30" above deck Hatches, if strong and efficient? wood 3" thick

State size No. 1 Hatch (Forward) 20' x 15' No. 2 Hatch 24' x 15' No. 3 Hatch 24' x 15' No. 4 Hatch 20' x 15'

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 1" web plate to lower edge of coaming on all 4 hatches, 2" web plates in cr. 2, 3, 2 fore and afters to each hatch

Bulwarks, height above deck and description 4' high of steel, bulb angle stanchion Main Rail, material and size steel angle 6 x 3 x 1/2" x half round 3 x 1/2"

The above is a correct description.

Builder's Signature, Comp. Transatlantica Surveyor's Signature, William West

141, 100, Rue de la Paix Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. _____ Date _____

Order for Ordinary Survey No. _____ Date _____

No. 16 in builder's yard

State dates and initials of letters respecting this case 11.15.19.22.23.27.29.30.10.14.7.11.14.15.17.19.21.22.24.26

General Remarks (State quality of workmanship, &c.) I have constantly inspected the work during the construction of this vessel, and I have found the workmanship good, and to my satisfaction.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.5 ft., R.Q.D. or Break _____ ft., Bridge Dk. 58 ft., F'castle 32.5 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) 1st B. (Iron) 1st B.

Official No. _____; Signal Letters _____

PARTICULARS OF WATER BALLAST.—Double bottom, aft, length 82'-0" and water capacity in tons 160. Double bottom, forward, length 110'-0" and water capacity in tons 260. Double bottom, under engines and boilers, length 40'-0" and water capacity in tons 88. If under Engines only, or Boilers only, state which and water capacity in tons 500. Double bottom, constructed on the cellular system, length 232'-0" and water capacity in tons 500. Fore peak tank, water capacity in tons 70. After peak tank, water capacity in tons 40 tons. Midship deep tank, length _____ and water capacity in tons _____. Other tanks, if fitted, length _____ and water capacity in tons _____. The above have yes been tested as required by the Rules. (If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside Cement washed Outside Sweden tar sprinkled with cement

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 5th September 1902

In Summer 3 ft. 8 ins.
 In Winter 3 ft. 11 ins.
 For Winter in North Atlantic 4 ft. 1 ins.
 Fresh Water above the centre of disc 4 1/2" ins.

State if marked on Vessel's sides in accordance with Notice No. 672 yes

The amount of Entry Fee..... £ 2 : 0 : _____ is received by me, _____

Special ... £ 84 : 13 : _____

Certificate* £ _____

Travelling Expenses, if any £ _____

I am of opinion this Vessel should be Classed * 100, A.1.

Committee's Minute TUES. 16 DEC 1902

Character assigned 100A1 Steel

London and
+ 2 small, or 4V
ay name
for re fees 4/1/03

Signature: William West
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Please see report dated 29 Sept 1902 and endorsement of same by General Committee 2nd Oct 1902
Geo. H. Moore

