

STEEL STEAMER or MOTORSHIP.

28 APR 1928

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. *Yes.*

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

Date of completion of report *26th April 1928* Port of *Belfast* No. *9962*

Survey held at *Belfast* Date First Survey *10th Nov. 1927* Last Survey *23rd April 1928*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Twin Screw "HOOBERG" (Machinery aft)*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling "Carrying Petroleum in Bulk"* State Type of Erections *Longitudinal Truss*

TONNAGE under Tonnage Deck... *1742.83* CLASS *+ 100A1* State if with freeboard as condition of Class *No* Built at *Belfast*

Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *305* Launched *March 27th 1928* Yard No. *834*

Total *1742.83* Breadth (greatest moulded) *50* Builders *Harland & Wolff Ltd.*

Gross Tonnage *2395.09* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *15* Owners *Lago Shipping Co. Ltd.*

Register Tonnage *1243.84* 1st Longitudinal Number (L x D) *4575* Managers *A. Wier & Co.*

2nd Numeral L x (B + D) *19825* (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.25* Residence *✓*

Length *305.7* Proportions—Depth to Length—Uppermost continuous deck to top of keel *20.33* Port of Registry *London*

Breadth *50.25* Do. Long Bridge to top of keel *13.45* If surveyed while building, afloat, *&* in dry dock *Yes.*

Depth *14.3* Draught Moulded *12'-9"*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	24				Bracket Floors, Frame	✓			
" " from 1/2 length to Collision bulkhead	24				" " Reversed Frame				
" " in peaks	24				" " Vertical Struts				
SIDE FRAMING. B.A. in way of Ballast Spaces	6 1/2	3	46		Centre Girder, depth and thickness amidships	✓			
Frame Amidships, Angle, [	6	3	36		" " top Angles				
" " Extends up to Upper Dk. Fore Dk. & all up to Poop	3 1/2	3	36		" " bottom Angles				
" " Bottom to Shell. Angles Flanged	3	3	36		Side Girders, No. each side and thickness	✓			
Reversed Frame Amidships, Angle, [	3	3	36		Margin Plate depth (excl. of flange) and thickness	✓			
" " on floor of 3/4 L. Angle Extends up to...					" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem				
Depth of Framing Girder	6	Ballast Spaces 6			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem				
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	✓				" " Gussets, spacing and scantling abaft 1/2 len. from stem				
" " Second 'tween Decks, Angle, [or [	✓				" " Gussets, spacing and scantling forward 1/2 len. from stem				
" " Third " " " "	✓				Tank Side Brackets, height above base line at toe of Frame and thickness	✓			
Framing in Peaks, Angle [	6	3	34		INNER BOTTOM PLATING.				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 spaced 5 1/4 & 4 1/2 in. oil tanks				Breadth and thickness of Middle Line Strake	✓			
State if Frame Joggled	Yes				Thickness of remainder in Holds				
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	13" web & 6" x 3" angle side stringer & one pair of panting beams in peaks				Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?				
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double frames to floors & extra intercostals increased shell				BEAMS.				
SINGLE BOTTOM.					Uppermost Continuous Deck, amidships	5 1/2	3	34	
Floors, Depth and thickness at mid-line in Holds	21 x 36 Oil Tanks 38				" " in way of Bridge, Angle, [or [✓			
Height of Brackets at side above base line at toe of frame	48				Spacing	24			
Middle Line Keelson, on Floors, Angle, [	8	3	40	7 1/2 x 3 x 48	Second Deck, amidships, Angle, [or [✓			
" " Through Plate	42 x 44 1/2	38			Spacing				
" " Foundation Plate on Floors	✓				Third Deck, amidships, Angle, [or [✓			
" " Flat Plate Keel Angles	4	4	54		Spacing				
Side Keelsons, No. each side	One & Longitudinal Bulkhead				Fourth Deck, amidships, Angle, [or [✓			
" " thickness of Intercostal Plate	38	8	36		Spacing				
" " Angles to shell	3 1/2	3	38		Poop Deck, Angle, [	6 1/2	3	44	
" " Single B.A. on floors	6	3 1/2	50		Spacing	24			
DOUBLE BOTTOM.					Bridge Deck, Angle, [	6 1/2	3	36	
Solid Floors, thickness and spacing	✓				Spacing	24			
" " Are Frame and Reversed Frame joggled?					Forecastle Deck, Angle, [	5 1/2	3	30	
Bracket Floors, breadth and thickness at middle line	✓				Spacing	24			
" " breadth and thickness at margin plate									

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows..... <i>One. Six frame spans apart</i>			Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells		
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds <i>Double Channels</i>	<i>9+4+4+62</i>		Thickness of Plating within line of openings...		
" " " " " "			If Sheathed, material and thickness		
<i>Longitudinal</i> Bulkheads <i>14'-6" each side of C.L.</i>			Third Deck.		
Stiffeners and Spacing..... <i>24" apart</i>	<i>5 1/2 3 36</i>		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of <i>Below Dk. 40" 38" 36" Above Dk. 42" 38" 36"</i>		<i>48 (all letters)</i>	If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness <i>W 11 64 x 40 16 36</i>			If Plated, state thickness		
" " " " in way of Bridge	✓		Poop Deck.		
" Angle <i>W 11</i>	<i>5 5 40</i>		Stringer Plate, breadth and thickness	<i>28 x 32</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>40</i>		Plating, Sheathing, material and thickness	<i>30</i>	
Thickness of Plating abreast Deck openings in way of Bridge			<i>Longitudinal Trunk</i>		
Thickness of Plating within line of openings...	<i>30 at ends</i>		Stringer Plate, breadth and thickness.....	<i>60 x 60</i>	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness	<i>60 x 36 16 36</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	✓		Stringer Plate, breadth and thickness	<i>28 x 32</i>	
			Plating, Sheathing, material and thickness	<i>30 x 40 in way of windlass.</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	RIVETS.		No. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		
FLAT PLATE KEEL	<i>44</i>	<i>.84</i>	<i>.52</i>	<i>.52</i>		<i>Double</i>		<i>1</i>	<i>4</i>	<i>Four</i>	<i>Lapped.</i>
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	<i>66</i>	<i>3 @ .54</i>	<i>.42</i>	<i>.42</i>		<i>Double</i>		<i>7/8</i>	<i>3 1/2</i>	<i>Three</i>	<i>"</i>
BILGE PLATING, No. of Strakes	<i>64 1/2</i>	<i>.50</i>	<i>.40</i>	<i>.40</i>		<i>"</i>		<i>7/8 3/4</i>	<i>3 1/2 3</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes	<i>48</i>	<i>.48</i>	<i>.40</i>	<i>.40</i>		<i>Single</i>		<i>3/4</i>	<i>3</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>49</i>	<i>.48</i>	<i>.40</i>	<i>.40</i>						<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...											
STRAKE BELOW Sheer-strake in Wells.....											
STRAKE BELOW Sheer-strake in Bridge ...				<i>.34</i>		<i>Single</i>		<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>Lapped.</i>
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...						<i>Single</i>		<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>Lapped.</i>
FORECASTLE SIDE PLATING			<i>.34</i>								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		Seven				
Deck next below						
As per Rule		Five				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D. Upper tween decks						
	Deep Tanks	.32	9x3x50 BA	25	NONE	/
"	Hold Wings	.30	6x3x36 BA	31½	"	/
"	Oil Bunkers	38 1/2 .30	6x3x30 BA	22	15" S.B. Beams	/
"		40 1/2 .28	6 1/2 x 3 x 38 BA	24	24" —	/
"		48 1/2 .30	6 x 3 x 30 BA	24	Lower Deck	/
COLLISION						
(in Hold)						
AFTER PEAK						

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	<i>Rolled</i>	<i>7 1/4 x 1 7/8</i>		
STERN FRAME { Propeller Post				
{ Rudder	<i>Forging</i>	<i>7 1/4 x 2 1/2</i>	<i>Robert Kerr & Sons Ltd.</i>	
RUDDER—A x D		<i>442</i>		
Speed of Vessel		<i>9 knots</i>		
RUDDER mainpiece at head ...	<i>Forging</i>	<i>9 1/2" dia</i>	<i>Robert Kerr & Sons Ltd.</i>	
" " heel ...	<i>"</i>	<i>7 1/2" dia</i>		
" how constructed		<i>Amms shrunk & keyed to mainpiece.</i>		
" double or single plate	<i>Single Plate.</i>			
" coupling, vertical or horizontal	<i>Vertical.</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

David Colville & Sons Ltd.

Has the Steel been tested as required by the Rules?

Yes.

EQUIPMENT No.												LETTER <i>t</i>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
60945	1st Bower ...	41	0	7	-	-	-	36	10	0	0	42	<i>Anchor Type</i>	<i>S. Taylor & Son Ltd</i>	<i>1/10/28. 27/2/28. W.A. Drysdale</i>
60946	2nd „ ...	40	1	21	-	-	-	36	0	2	14	42	<i>do</i>	<i>do</i>	<i>do. do. do.</i>
60923	3rd „ ...	40	0	14	-	-	-	35	16	3	14	35½	<i>do.</i>	<i>do.</i>	<i>do. 20/2/28. do.</i>
	Collective weight.	121	2	14								119½			
60921	Stream	11	0	0	2	3	18	12	17	2	0	11	<i>Rodgers forged Steel</i>	<i>do.</i>	<i>do. 20/2/28. do.</i>

CHAIN CABLES.											HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- tory. Break- ing.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Descrip- tion.	Makers of Cables.	Where and when tested, and Superintendent.	Material	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.				
					Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.			
	Fathoms.	Diam.			Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.		Fathoms.	Ins.			
31675	240	1 3/8	63 1/4	88 1/2	425	-	14	425	-	0	240	1 3/8	Steel Links S. Taylor & Son Ltd Canthuff 11/3/28. A. Jones.	TOWLINE ..	100	4	33	100	4	
	Extra 2nd 4 forming shackles				3	-	0						HAWERS & WARPS	4-90	2 1/2	12 1/2	2-90	2 1/2		
													"					2-90	2 1/4	
Iron-Stream Chain or Steel Wire	75	4 1/4		35					75	4 1/4			"							

Steering Gear, Steam *Harland & Wolff. Wilson Prime.* Steering Gear, Hand *Relieving Tackle.*

Boats *2 lifeboats & 1 Surf Boat.* Steering Chains, Size and Test ☒ Windlass *Emerson Walker. Steam.*

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways.-(Upper Deck) *Oiltight covers.* Thickness of Hatches ☒

Size of No. 1 Hatchway (Forward) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters ☒

For HARLAND AND WOLFF, LIMITED.

Builder's Signature

Chas Taylor

GENERAL DECLARATION

This vessel has been built in accordance with the plans approved by the Committee, the Secretary's letter, and in general conformity with the Rules. The workmanship and materials are good. The Cargo Oil Tanks, Cofferdam, Ballast Tanks, Oil fuel Bunkers and Peak Tanks have been tested as required by the Rules with satisfactory results. The weather Decks and W.T. Bulkheads have been hose tested and found satisfactory. The Steering Gear, Windlass, Bilge Pumps, & Hand Pump have been tested under working conditions and found satisfactory. The freeboard has been verified and cut in on the vessel's sides.

The amount of Entry Fee £ 6 : 0 : 0

Special Survey Fee.... £ 292 : 2 : 6

Freeboard 6 : 8 : 4

Travelling Expenses, if any £ : :

Fees applied for, *25 Apr. 1928*

Received by me, *21.5.28*

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

Carrying Petroleum in Bulk

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

Signature

Gas. Rennie

Certificate to be sent to

Date of issue

23/5/28.

Committee's Minute

Character assigned

+ 100A1. Carrying Petroleum in Bulk

Lloyds A & C.P.

+ L.M.C. 4:28

Fitted for Oil Fuel, 4.28. P. above 150°

Trade Gls 24/5/28

My



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Lloyd's Register Foundation

03424

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Sister vessel Belfast Report No 9931 I.S.S. "Punta Benitez"
Forging and Casting Reports enclosed herewith.
The Midship Section, Profile & Decks are in the London office. Please
return these plans for use in dealing with vessel building.

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

1st Bower	24. 2. 14. (including pins)	K.H.	4766.	22/7/27
2nd "	24. 0. 14. do.	K.H.	4735	30/6/27
3rd "	23- 3. 21. do.	K.H.	4737	30/6/27

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{Longitudinal Trunk} 66.6 ft., ~~Beam~~ ft., ~~Bridge~~ 204 ft., Forecastle 34.4 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One Ok (SH) 7BH.

Official No. 160408; Signal Letters L. B. P. K. Is bottom of Vessel coated with cement Yes in places if not give
particulars of composition Bituminaster in C+B spaces. Cement in Plates & Ballast Tanks. Paint in Pump Room & Buoyancy
spaces. Nothing in way of Cargo Tanks & Cofferdams.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		60
Double bottom, under Engines and Boilers,			After peak tank,		75
Double bottom, if under Engines only,			Deep tanks aft, <u>PAS</u>	38	356
Double bottom, if under Boilers only,			Deep tanks forward, <u>PAS</u>	40	286
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No.

Date

7-12-27.

Dates of Surveys
held while building

1927
Nov. 10. 30 Dec. 13. 23 1928
Jan. 5. 11. 16. 19. 25. 31 Feb. 3. 8. 13. 21. 23. 27. 28 Mar. 2. 5
6. 7. 8. 9. 12. 13. 14. 16. 20. 23. 24. 27 Apr. 3. 13. 20. 23.

Total No. of Visits

35