

Rpt. 1.

WRECK
SECTION

STEEL STEAMER or MOTORSHIP.

Received at London Office 30 JUN 1927

SECTION

No.

Date of completion of report 27th June 1927.

Port of Belfast.

No.

No. 9770

Survey held at Belfast

Date First Survey January 27th 27Last Survey June 27th

1927.

On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw)

Twin Screw "LA SALINA" (machinery aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

With Freeboard. Carrying Petroleum in Bulk

State Type of Erections

Pop. Forecastle Longitudinal Trunk

TONNAGE under Tonnage Deck

1742.83

CLASS +100 A1

State if with freeboard as condition of Class

Yes.

Built at Belfast

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

1742.83.

Gross Tonnage

2402.37

Register Tonnage

1241.75.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 305

Breadth (greatest moulded)

B 50

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 15

1st Longitudinal Number (L x D)

= 4575

2nd Numeral L x (B + D)

= 19825

Framing Depth "d," at middle of length. See Sec. 3 (1d)

13.75

Proportions—Depth to Length—Uppermost continuous deck to top of keel

20.33

Do. Long Bridge to top of keel

13.45

Draught Moulded

11'0"

Launched 31st May 1927 Yard No. 794

Builders Harland & Wolff Ltd

Owners Lago Shipping Co Ltd

Managers A. Weir & Co.

(Where necessary to be entered in Reg. Book.)

Residence

Port of Registry London

If surveyed while building, afloat, or in dry dock

Yes

REGISTERED DIMENSIONS.

FEET.

Length

305.7

Breadth

50.25

Depth

14.3

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.
AMES, Spacing amidships	24				Bracket Floors, Frame				
" " from 1/4 length to Collision bulkhead	24				" " Reversed Frame				
" " in peaks	24				" " Vertical Struts				
FRAME FRAMING, in way of Ballast Tanks	6 1/2	3	46		Centre Girder, depth and thickness amidships				
Frame Amidships, Angle, [or]	6	3	36		" " top Angles				
" " Extends up to Upper Poop Deck - all 1/2 Poop	3 1/2	3	38		" " bottom Angles				
Reversed Frame Amidships, Angle, [or]	3	3	36		Side Girders, No. each side and thickness				
" " Extends up to					Margin Plate depth (excl. of flange) and thickness				
Depth of Framing Girder	6	3	34		" " Vertical Angle to Tank side				
Frames in Uppermost Continuous 'tween Decks, Angle, [or]					Bracket abaft 1/4 len. from stem				
" " Second 'tween Decks, Angle, [or]					" " Vertical Angle to Tank side				
" " Third " " " "					Bracket forward 1/4 len. from stem				
Framing in Peaks, Angle, [or]	6	3	34		Gussets, spacing and scantling abaft 1/4 len. from stem				
Number and Spacing of Rivets through Frame and Shell Plating amidships	3/4 at 5 1/4				" " Gussets, spacing and scantling forward 1/4 len. from stem				
Is Frame Joggled	Yes				Tank Side Brackets, height above base line at toe of Frame and thickness				
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	13 Web 6 x 3 x 34 angle side stringer and one tier of panelling beams in peaks				INNER BOTTOM PLATING.				
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double frames to floors & 2 extra intercostal side keelsons. Midship thickness of shell maintained to Coll. Bulkhead				Breadth and thickness of Middle Line Strake				
DOUBLE BOTTOM.					Thickness of remainder in Holds				
Frames, Depth and thickness at mid-line in Holds	21 x 36 0.125 x 38				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?				
Height of Brackets at side above base line at toe of frame	48				BEAMS.				
Line Keelson, on Floors, Angle, [or]	7 1/2	3	48		Uppermost Continuous Deck, amidships	5 1/2	3	34	
" " Through Plate on Intercostal Plate	42 x 44				" " in way of Bridge, Angle, [or]				
" " Foundation Plate on Floors					Spacing	24			
" " Flat Plate Keel Angles	4	4	54		Second Deck, amidships, Angle, [or]				
Keelsons, No. each side One Longitudinal B.H.s					Spacing				
" thickness of Intercostal Plate	38 x 36				Third Deck, amidships, Angle, [or]				
" Angles in shell	3 1/2	3	38		Spacing				
" " in channel	6	3	38		Fourth Deck, amidships, Angle, [or]				
DOUBLE BOTTOM.					Spacing				
Floors, thickness and spacing					Poop Deck, Angle, [or]	6 1/2	3	44	
" Are Frame and Reversed Frame joggled?					Spacing	24			
Bottom Floors, breadth and thickness at middle line					Longitudinal Trunk Bridge Deck, Angle, [or]	6 1/2	3	36	
" breadth and thickness at margin plate					Spacing	24			
					Forecastle Deck, Angle, [or]	5 1/2	3	30	
					Spacing	24			

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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 frames apart.</i>						Stringer Plate, breadth and thickness in way of Bridge					
" <i>In between Decks, Size and Spacing</i>						Thickness of Plating abreast Deck openings in way of Wells					
" " " "						Thickness of Plating abreast Deck openings in way of Bridge					
" in Holds <i>Double channel 9x14x4x62.</i>						Thickness of Plating within line of openings					
<i>Longitudinal Trunk 34" x 14" each side</i>						If Sheathed, material and thickness					
<i>Centre Line Bulkhead, of 6" line</i>						Third Deck.					
Stiffeners and Spacing <i>5 1/2 x 3 x 36 apart 24</i>						Stringer Plate, breadth and thickness					
Plating, thickness of <i>Below Deck 40 x 38 x 36 Above 42 x 48</i>						If Plated, state thickness					
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck.						Stringer Plate, breadth and thickness					
Stringer Plate, breadth and thickness in Wells <i>64 x 40 to 36</i>						If Plated, state thickness					
" " " " in way of Bridge						Poop Deck.					
" Angle in Wells <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>Steel 30</i>					
Thickness of Plating abreast Deck openings in way of Bridge						Bridge Deck.					
Thickness of Plating within line of openings <i>30 at ends</i>						Stringer Plate, breadth and thickness <i>60 x 48</i>					
If Sheathed, material and thickness						Plating, Sheathing, material and thickness <i>Steel 48</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>Steel 30 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 forgied?	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	44	84	52	52		Double	1	4	4	1	3 1/2	Lapped
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes	66	3 at 54 1 at 52	42	42		Double	7/8	3 1/2	3	7/8	3 1/8	"
BILGE PLATING, No. of Strakes	61 1/2	50	40	40	Watch Certificate	"	"	"	3	"	"	"
SIDE PLATING, No. of Strakes	48	48	40	40		Single	3/4	3	3	3/4	2 5/8	"
UPPER DECK, Sheer-strake in Wells	49	48	40	40					3	"	"	"
UPPER DECK, Sheer-strake in Bridge												
STRAKE BELOW Sheer-strake in Wells												
STRAKE BELOW Sheer-strake in Bridge												
POOP SIDE PLATING				34		Single	3/4	2 1/2	2	9/8	2 1/2	
BRIDGE SIDE PLATING												
FORECASTLE SIDE PLATING				34								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *Seven*

" Deck next below *Five*

As per Rule *Five*

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
MIDSHIP BULKHEAD, Upper tween decks									
" <i>Keel Planks</i>									
" <i>Hold Wings</i>									
" <i>Third</i>									
" <i>Old Bunkers</i>									
" <i>Holds</i>									
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				
STERN FRAME { Propeller Post				
" { Rudder				
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head				
" heel				
" how constructed				
" double or single plate coupling, vertical or horizontal				

STEEL.

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

D. Colville, Beardmore, S. A. John Cocherill, Gutthoffnungshütte, Vasingle Stahlwerke

(OK Process)

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

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EQUIPMENT No.											LETTER <i>E</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.			
42805	1st Bower ...	40	1	21	Stockless			36	2	2	0	42	Hall's type (C.S. & Co.)	R. Sykes & Son Ltd.	Bradley Heath 17/5/27 S.C. Paul
42807	2nd „ ...	40	1	16	„			36	0	2	14	42	„	„	„
42743	3rd „ ...	40	0	10	„			35	16	3	14	35½	„	„	„ 30/4/27 „
	Collective weight.	120	3	19								119½			
42738	Stream	11	0	14	2	3	14	13	0	0	0		Rodgers' forged L.S. anchor	„	„ 27/4/27 „

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	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.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.			Per Rule.		Length.					Diam.	Length.		Cir.	Length.
30873	Fathoms. 240	Ins. 1 1/8	Tons. 63.25	Tons. 88.5	Cwts. 425	qrs. 2	lbs. 0	Cwts. 425 1/4	Fathoms. 240	Ins. 1 1/8	Standard R. Sykes & Son Ltd.	R. Sykes & Son Ltd.	Bradley Heath 14/5/27 A. Jones	TOWLINE...	Fathoms. 100	Ins. 4	Tons. 33	Fathoms. 100	Ins. 4
	India, 1/2 joining 2nd shackles				3.2.0									HAWSERS & WARPS	360	2 1/2	12 1/2	180	2 1/2
Iron, 30 tons Gladwin Steel Wire	75	Cir. 4 1/4		35					75	Cir. 4 1/4				"				180	2 1/4
														"					

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

Boats *2 Lifeboats, 1 Surf Boat* Steering Chains, Size and Test *None* Windlass *Emerson Walker Steam*

Ceiling in Holds, thickness and material *None* 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. Payne

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 & materials are good.

The Cargo Oil Tanks, Cofferdams, Ballast Tanks, Oil Fuel Bunkers & Peak Tanks have been tested as required by the Rules with satisfactory results.

The weather Decks & W. T. Bulkheads have been hose tested & found satisfactory.

Steering Gear, Windlass, Bilge Pumps & Hand pump have been tested under working conditions & found satisfactory.

The Freeboard has been verified & cut in on the vessel's sides.

The amount of Entry Fee £ 6 : 0 : 0 Fees applied for, *22 June 1927*

Special Survey Fee ... £ 292 : 13 : 0 Received by me, *2/8/27*

Freeboard 6 : 8 : 4

Travelling Expenses, if any £ : : :

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

State whether the Vessel has been built under Special Survey *Yes.* Signature *Walter Lang*

H.M. Certificate to be sent to *This Office Bel* Date of issue *3/8/27* Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FM 1 JUL 1927

Character assigned

+ 100 A1 with Freeboard carrying Petroleum in Bulk

W. H. B. L.

Lloyd's A & C.P. + L.M.C. 6:24

Fitted for Oil Fuel 6:24 H. above 150°F

W. H. B. L.

L

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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 Rept No 9578 I.S.S. "Ambrasio"
Five forging & Casting Reports are enclosed herewith.
Midship Section, Profile & Deck Plans are in the London office

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

1st Bower (42805)
2nd " (42807)
3rd " (42743)

26 1 7
26 1 2
26 0 10

D.D.W. 6983 18/3/27
D.D.W. 6979 10/3/27
D.D.W. 6985 18/3/27

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 66.6 ft., Longitudinal Trunk 204 ft., Forecastle 34.1 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) 1 Deck (Steel) 7 B.H.s

Official No. 149,854; Signal Letters KWDV

Is bottom of Vessel coated with cement Yes in places if not

particulars of composition Bitumastic in E.B. spaces cement in Peats & Ballast Tanks Paint in Pump Room
Ruoyana spaces. Nothing in way of Cargo Tanks & Cofferdam

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	38	3
Double bottom, if under Engines only,			Deep tank aft, P.S.	40	2
Double bottom, if under Boilers only,			Deep tanks forward, P.S.		
Double bottom, forward,			Other tanks, if fitted,		
			(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. 465

Date 29th Jan 1927

Dates of Surveys held while building

1927
Jan 27, Feb 1, 3, 8, 15, 16 March 3, 7, 11, 14, 16, 18, 22, 25, 28 April 4, 6, 12, 15, 21, 28 May 2, 5, 12, 15, 18, 22, 25, 28 June 3, 7, 9, 14, 20, 21, 24

Total No. of Visits