

STEEL STEAMER MOTORSHIP.

Received at London on 18 DEC 1930

91338

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *herewith*

Date of completion of report

17th December 1930 Port of *Belfast*

No. 10.529

Survey held at *Belfast*Date First Survey *24th June 1929*Last Survey *11th December* 1930

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

Twin Screw Motorship 'LAGANBANK'

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

*Complete Superstructure with tonnage opening*State Type of Erections *Shelter Deck*TONNAGE under Tonnage Deck... *4958.92*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.

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

L *425*Launched *10th July 1930* Yard No. *879*Total *4958.92*

Breadth (greatest moulded)

B *57*Builders *Harland & Wolff Ltd*Gross Tonnage *5582.67*

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

D *37.83*Owners *Bank Line Ltd*Register Tonnage *3454.62*1st Longitudinal Number (L x D) = *16077.75*Managers *A. Weir & Co.*

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

2nd Numeral L x (B + D) = *40302.75*

Residence

REGISTERED DIMENSIONS.

FEET.

Length *426.8*

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

*26.08*Breadth *57.3*

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

*11.04*Depth *25.85*

Draught Moulded

*26.0*Port of Registry *Belfast*If surveyed while building, afloat, *and* in dry dock*yes*

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	36			Bracket Floors, Frame BA	6 3 43		
" " from $\frac{3}{4}$ length to Collision bulkhead	27			" " Reversed Frame BA	6 3 43		
" " in peaks	24			" " Vertical Struts Chan BA	10 3 3 42		
SIDE FRAMING.				Centre Girder, depth and thickness amidships	6 3 43		on Infr. Girder
Frame Amidships, Angle, E or F	9 3 56			" " top Angles	3 3 54		
" " in Motor Room	9 3 54			" " bottom Angles	5 5 62		
" " Extends up to Upper Deck				Side Girders, No. each side and thickness	One 42		
Reversed Frame Amidships, Angle	9 3 64			Margin Plate depth (excl. of flange) and thickness	41 56		
" " in Motor Room	9 3 54			" " Vertical Angle to Tank side	6 6 46		
" " Extends up to 2nd Deck				" " Bracket abaft $\frac{1}{2}$ len. from stem			
Depth of Framing Girder	14			" " Vertical Angle to Tank side	3 3 46		double
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	9 3 56			" " Bracket forward $\frac{1}{2}$ len. from stem			
" " Second 'tween Decks, Angle, E or F				" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem			Tank top plating flanged 24" up
" " Third " " " "				" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem			Tank side brackets at 36" spacing
Framing in Peaks, Angle or E or F	7 3 43			Tank Side Brackets, height above base line at toe of Frame and thickness	5-11 53		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 4/8			INNER BOTTOM PLATING.			
State if Frame Joggled	<i>yes</i>			Breadth and thickness of Middle Line Strake	54 52		
DECK FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deep Framing 10 1/2 x 60 frame & 10 1/2 x 70 Rev frame forming 16 1/2 girder with 4 side stringers 6 3 1/2 x 42 angle 4 1/2 plate also 4 beams 12 3 1/2 x 3 1/2 x 4 8 chan and 36 3/4 stringer plate Bottom Plating 62 from 3/5 L to Coll/Bhd and Tank frames 6 1/2 x 46 double riv with riv 5 1/2 dia 5 apart and additional intercostals for</i>			Thickness of remainder in Holds	46 to 42		
STRENGTHENING OF BOTTOM FORWARD. State Particulars				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?	<i>Oil Engines</i>		
ANGLE BOTTOM.				Uppermost Continuous Deck, amidships	10 3 44		NBS
Floors, Depth and thickness at mid-line in Holds				" " in Way of Bridge, Angle, E or F			
Height of Brackets at side above base line at toe of frame				Spacing	36		
Middle Line Keelson, on Floors, Angles, E or F				Second Deck, amidships, Angle, E or F	12 3 1/2 3 1/2 56 W 60 F		
" " Through Plate or Intercostal Plate				Spacing	36		
" " Foundation Plate on Floors				Third Deck, amidships, Angle, E or F			
" " Flat Plate Keel Angles				Spacing			
Side Keelsons, No. each side				Fourth Deck, amidships, Angle, E or F			
" thickness of Intercostal Plate				Spacing			
" Angles				Peep Deck, Angle, E or F			
DOUBLE BOTTOM.				Spacing			
Solid Floors, thickness and spacing	42 sp 72			Bridge Deck, Angle, E or F			
" " Are Frame and Reversed Frame joggled?	<i>Frames only</i>			Spacing			
Bracket Floors, breadth and thickness at middle line	2-9 1/2 45			Forecastle Deck, Angle, E or F			
" " breadth and thickness at margin plate	2-9 1/2 45			Spacing			

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</i>				Stringer Plate, breadth and thickness in way of Bridge	<i>72</i>	<i>42</i>	<i>as noted</i>
" in 'tween Decks, Size and Spacing.....	<i>38</i>	<i>72</i>		Thickness of Plating abreast Deck openings in way of Wells <i>Motor Room</i>		<i>48</i>	
" " " " "				Thickness of Plating abreast Deck openings in way of Bridge		<i>40</i>	
" in Holds " "				Thickness of Plating within line of openings...		<i>34</i>	
" " " " "				If Sheathed, material and thickness			
Centre Line Bulkhead, Forward	<i>12</i>	<i>3 1/2</i>	<i>48</i>	Third Deck.			
Stiffeners and Spacing.....	<i>9</i>	<i>3 1/2</i>	<i>56</i>	Stringer Plate, breadth and thickness			
Plating, thickness of <i>off</i>	<i>7</i>	<i>3</i>	<i>42</i>	If Plated, state thickness			
			<i>28 to 30</i>	Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness			
Uppermost Continuous Deck.				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells	<i>61</i>	<i>63</i>		Poop Deck.			
" " " " in way of Bridge				Stringer Plate, breadth and thickness			
" Angle in Wells	<i>6</i>	<i>6</i>	<i>60</i>	Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Wells			<i>62</i>	Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge				Stringer Plate, breadth and thickness			
Thickness of Plating within line of openings...			<i>40</i>	Plating, Sheathing, material and thickness			
If Sheathed, material and thickness <i>3 P.P. Pine at sides of Hatchways</i>				Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness in Wells	<i>72</i>	<i>50</i>	<i>in way of motor room</i>	Plating, Sheathing, material and thickness			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	53	80	74	74		Double	1"	4"	4	1"	4"	Lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes 4		65	62 60 58 56	54 60 62 60		-	7/8	3 3/4	4	7/8	3 1/2	-	
BILGE PLATING, No. of Strakes 1		68	50	60		-	-	-	-	-	-	-	
SIDE PLATING, No. of Strakes 5		65	48	52-48		-	-	-	3	-	3 1/8	-	
UPPER DECK, Sheer-strake in Wells	80	68	48	48		-	-	-	4	-	3 1/2	-	
UPPER DECK, Sheer-strake in Bridge ...													
STRAKE BELOW Sheer-strake in Wells		65	48	48		-	-	-	4	7/8	3 1/2	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING													

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *Seven*
 Extending to Upper Deck (Sec. 3 c) *One*
 " Deck next below *Six*
 As per Rule *Seven*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	<i>26</i>	<i>5x3x37 angle</i>			
" <i>41A after Hold</i>	<i>44-26</i>	<i>12x3 1/2x3 1/2</i>	<i>50x46 30"</i>		
" <i>19A Motor Room</i>	<i>40-26</i>	<i>11x3 1/2x3 1/2</i>	<i>58x32 46 30"</i>		
" <i>6F-11F-17F</i>	<i>40-30</i>	<i>17x4x4x80</i>	<i>Chan 24"</i>		
" <i>Holds 4-5F</i>	<i>41-26</i>	<i>8x3x52</i>	<i>BA 30 42x42</i>		
COLLISION " (in Hold)	<i>50-26</i>	<i>8x3x46</i>	<i>BA 24 7 Semi Box Beam</i>		
AFTER PEAK "	<i>50-30</i>	<i>9 1/2x3 1/2x52</i>	<i>BA 24"</i>		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i>Rolled Bar</i>	<i>10x2 7/8</i>		
STERN FRAME	<i>Propeller Post</i>		<i>12 1/2 13 1/8 15 1/8 Limited Co (Skoda Works)</i>	
	<i>Rudder</i>			
RUDDER—A x D	<i>650</i>			
Speed of Vessel	<i>13 1/2</i>			
RUDDER mainpiece at head	<i>Forging</i>	<i>11 7/8</i>	<i>Dennystown Forge.</i>	
" " heel		<i>9</i>		
" how constructed	<i>Keyed Arms</i>			
" double or single plate	<i>Single</i>	<i>1.03"</i>		
" coupling, vertical or horizontal	<i>Horl Coupling</i>	<i>6-3 1/2 fitted bolts</i>		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Plates & Bars D. Colville & Son* *Siemens Martin open hearth*

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

EQUIPMENT No. 40957										LETTER B+		ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, E.L. 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.				
91615	1st Bower	70	2	7	45	0	23	54	5	0	0	72-2-0	Hingley, Challenge Type A Hingley & Sons Ltd. Netherthorpe	6-3-30 Green
91616	2nd "	71	0	14	45	3	21	54	10	0	0	72-2-0		
91614	3rd "	67	1	0	41	3	14	52	5	0	0	62-0-0		
	Collective weight.	208	3	21								207-0-0		8-3-30
91678	Stream	20	3	0	5	2	0	21	8	0	14	20-2-0	Ordinary Hingley & Sons Ltd. Netherthorpe	29-3-30

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.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	Length.
85902	150	2 3/8	101-10-0	42-2-0	422-1-8	844-1-0	300	2 3/8	Stud	Hingley & Sons Ltd. Netherthorpe	25/4/30	TOWLINE...	130	5 1/2	84-4	130	5 1/2	
85861	150	2 3/8	101-10-0	42-2-0	422-1-24						Green	HAWSERS & WARPS	4 coils	2 1/4	15-2	4 coils	2 1/4	
	300				422-3-4						Green							
Iron Stream Chain or Steel Wire	120	5"	70-9				120	5"	Special Flexible Steel Wire	Whitecross & Co. Ltd. Harrington								
										Makers Certificates examined								

Steering Gear, *Harland & Wolff Electric Hydraulic* Steering Gear, Hand Relieving Tackle.

Boats & Life Boats *24 ft* Steering Chains, Size and Test. ✓ Windlass *Emerson Walker Patent Steam direct*

Ceiling in Holds, thickness and material *2 1/2" WP under hatchways and over* Cargo Battsens, thickness, material and spacing *6" 2" WP 9" apart in Nos 1 & 5 Holds*

Cargo Hatchways. (Upper Deck) *Steel Plates and angles* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *24' 9" x 22'* No. 2 *30' 0" x 22'* No. 3 *30' 0" x 22'* No. 4 *33' 0" x 22'* No. 5 *33' 0" x 22'* No. 6

Number of Shifting Beams and/or Fore and Afters *4 webs in No. 1, 5 Webs in No. 2 & 3 and 6 webs in No. 4 & 5 Hatchways*

For HARLAND AND WOLFE, LIMITED.

Builder's Signature *Chas. Payne*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. *Yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. *Yes*

The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the plans approved by the Committee the Secretary's letters and in general conformity with the Rules and the workmanship and materials are good. The double bottom tanks, peak tanks, deep tanks, oil fuel bunkers and coffer dams have been tested as required by the Rules with satisfactory results, the weather decks watertight bulkheads and flats have been satisfactorily hose tested, and the steering gear, windlass, bilge pumps, hand pumps and watertight doors have been tested under working conditions and found good. The assigned freeboards have been verified and cut in on the vessels sides. Oil fuel flash point above 150°F is carried in Nos 2, 3, 4, 5 & 6 Double bottom tanks and in tanks between funnels and vegetable oil cargo is also carried in the latter tanks and in deep tanks amidships. The fore peak tank has been additionally stiffened as per approved plan dated 20/1/30 to enable oil to be carried in this tank in future if desired.

The amount of Entry Fee £ *9 : 0 : 0* Fees applied for, *12th Dec. 1930*

Special Survey Fee.... £ *339 : 11 : 6* Received by me, *21.1.1931*

Freeboard *9 : 3 : 4*

Travelling Expenses, if any £ : : :

I am of opinion the Vessel should be Classed *100A1 with freeboard* Carrying vegetable oil in deep tanks and tanks between funnels.

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

Signature *S. O. Kendall.*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *This Office.* Date of issue *22/1/31.*

Committee's Minute

TUE. 30 DEC 1930

Character assigned

+ 100A1

With freeboard

Carry Veg. oil in Deep Tanks & in tanks between funnels.

Lloyd's ar. cl. + dmb. 12.30. Oil Eng.

D.B. 120 lbs, Ch.

Elec 2021

Write Bel (M)

My

R

Lloyd's Register Foundation

WS24-0213 2/2

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.)

The approved Sketches of Midship Section, Profile and Deck Plans and Pumping Plan are at present in the London Office.

Six forging and casting Reports are forwarded herewith together with fifteen approved plans as follows:—

After End Framing

Pillars & Web Frames in Motor Room

Pumping Plan, as fitted.

Double Bottom in way of Machinery

Amended Panking Arrangements Forward.

Tunnel Flat Plating. Watertight

Stiffening of Deep Cargo Oil Tanks.

Additional Deep tank for carriage of cargo or cargo oil

Tanks between Tunnels for carriage of Oil Fuel, Hig. Oil or Water Ballast

Extra Strengthening in Fore Peak for carriage of Oil F. P. above 150° F.

Outline of Rudder.

Rudder.

Stern Frame & Propeller Brackets.

Pillars

Insulated cargo chamber.

Sister Vessel J. S. M. V. Foylebank. Belfast F. E. Report No 10509

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

1st Bower 37.0.23 MB. N° 7404. 20th Dec. 1929
2nd " 37.3.3 MB. N° 7402. 20th Dec. 1929
3rd " 34.0.4 MB. N° 6696 19th July 1929

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.

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

1 Dk (sk) and Shelter Dk (sk) ft w s.

Official No. 161873 ; Signal Letters

Is bottom of Vessel coated with cement Bilges only. if not give
fills in Double Bottom Tanks.

particulars of composition.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	117	316	Fore peak tank,		64
Double bottom, under Engines and Boilers,			After peak tank,		127
Double bottom, if under Engines only,	60	225	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, Amidships 18'-15' and 18'	51	1735
Double bottom, forward,	174	567	Other tanks, if fitted, between tunnels	60	206
Total capacity of double bottom		1108	(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. 813

Date 26th June 1929

Dates of Surveys held while building

1929
June 24 July 2. 10. 22. 24. 26. 30. Aug. 1. 5. 13. 15. 19. 26. Sept. 3. 4. 10. 11. 13. 18. 24. 26. 30 Oct 8. 11. 15. 18. 23. 24
31 Nov 6. 14. 19. 21. 27 Dec 6. 11. 16 1930
Jan 2. 9. 10. 28. 30. Feb. 6. 12. 27. Mar 4. 17. 21. 27 Apr. 10. 25. May 1. 5. 13. 19.
20. 28 June 11. 18. 24. 26. 30 July 3. 4. 7 Sept 24. 29 Oct 15. 24. 28 Nov. 4. 12. 14. 19. 20. 24. 26. 28. 29 Dec 1
2. 3. 4. 5. 8. 10. 11.

Total No. of Visits 84