

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 *20<sup>th</sup> June 1930*Port of *Belfast*No. *10 398*Survey held at *Belfast*Date First Survey *18<sup>th</sup> April 1929*Last Survey *13<sup>th</sup> June 1930*On the (State if Machinery fitted Aft and)  
(if Single, Twin or Triple Screw)*"INNISFALLEN"*

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

*Complete Superstructure with Tonnage opening* State Type of Erections *Prop/Bridge & Hull*TONNAGE under  
Tonnage Deck... *1717.20*CLASS *T/100A*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 320*Launched *4<sup>th</sup> March 1930* Yard No. *870*Breadth (greatest moulded) *B 45.5*Builders *Harland & Wolff Ltd*Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) *D 19.0*Owners *City of Cork Steam Packet Co. Ltd*

Total

Gross Tonnage *3018.94*Register Tonnage *1334.30*

1st Longitudinal Number (L x D).....=

2nd Numeral L x (B + D).....=

Managers

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

REGISTERED DIMENSIONS.  
FEET.Length *321.0*Framing Depth "d," at middle of length. See  
Sec. 3 (1d) *14.92*Breadth *45.75*Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel *16.85*Depth *15.25*Do. Long Bridge to top  
of keel *11.85*Brought Moulded *14.9*

Residence

Port of Registry *Cork*If surveyed while building, afloat, or 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.
<b>FRAMES, Spacing amidships</b>	<i>24</i>		<b>Bracket Floors, Frame</b> <i>Double Angle</i>	<i>6 3 30</i>	
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>24</i>		" " Reversed Frame <i>2A</i>	<i>5 3 30</i>	
" " in peaks	<i>24</i>		" " Vertical Struts <i>2A</i>	<i>5 3 30</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>30 3 30</i>	
Frame Amidships, Angle <i>E</i> or <i>F</i>	<i>6 3 30</i>		" " top Angles	<i>3 3 30</i>	<i>applied 3x3x42</i>
" " Extends up to <i>Bridge Deck</i>			" " bottom Angles	<i>3 3 30</i>	
<b>Reversed Frame Amidships, Angle</b>			<b>Side Girders, No. each side and thickness</b>	<i>34</i>	
" " Extends up to			<b>Margin Plate</b> depth (excl. of flange) and thickness	<i>23 3 30</i>	
<b>Depth of Framing Girder</b>	<i>6</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem <i>Single 5x3x34</i> abaft machy sp	<i>3 3 30</i>	<i>Double</i>
<b>Frames in Uppermost Continuous 'tween</b> <i>Promenade</i> Decks, Angle <i>E</i> or <i>F</i>	<i>6 3 30</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem <i>Double</i>	<i>3 3 30</i>	
" " <i>Second</i> 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>5 3 30</i>	<i>explains</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>16x36 continuous in No 2 Hold</i>	
" " <i>Third</i> 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>5 3 30</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>16x36 sp 4 frames in after Hold</i>	
" " spaced <i>4' 8"</i>	<i>5 3 30</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>3' 6" 34</i>	
<b>Framing in Peaks, Angle</b> <i>E</i> or <i>F</i>	<i>5 3 30</i>	<i>inud. 02</i>	<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships</b>	<i>7/8 3/4 5/8 5/8</i>		Breadth and thickness of Middle Line Strake	<i>45 3 30</i>	
<b>State if Frame Joggled</b>	<i>Yes</i>		Thickness of remainder in Holds	<i>34 to 32</i>	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>Springer 5x3x30 angle with 130 Intercoastal Double frames for 9' 2" Rivets 5/8 dia. apart 2 Strakes next keel mid thickness 5/8 to 1 1/8 Pld P.S. Additional L &amp; P.P.S.</i>		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>motor</i>	
<b>STRENGTHENING OF BOTTOM FOR- WARD.</b> State Particulars			<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			" Uppermost Continuous Deck, amidships	<i>6 3 30</i>	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle	<i>6 3 30</i>	
Height of Brackets at side above base line at toe of frame			Spacing	<i>24</i>	
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>			<b>Second Deck, amidships, Angle</b> <i>E</i> or <i>F</i>	<i>6 3 30</i>	
" " Through Plate or Intercoastal Plate			Spacing	<i>8 3 30</i>	<i>24 2 48</i>
" " Foundation Plate on Floors			<b>A Promenade</b>		
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle</b> <i>E</i> or <i>F</i>	<i>4 2 38</i>	
<b>Side Keelsons, No. each side</b>			Spacing	<i>48</i>	
" " thickness of Intercoastal Plate			<b>Boat</b>		
" " Angles			<b>Fourth Deck, amidships, Angle</b> <i>E</i> or <i>F</i>	<i>4 3 30</i>	
<b>DOUBLE BOTTOM.</b>			Spacing	<i>48</i>	
Solid Floors, thickness and spacing	<i>34 72</i>		<b>Upper Poop Deck, Angle</b> <i>E</i> or <i>F</i>	<i>4 2 38</i>	
" " Are Frame and Reversed Frame joggled?	<i>Frames only</i>		<b>Lower Poop</b>	<i>6 3 38</i>	
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>28 34</i>		Spacing	<i>48</i>	
" " breadth and thickness at margin plate	<i>25 34</i>		<b>B Bridge Deck, Angle</b> <i>E</i> or <i>F</i>	<i>4 2 34</i>	
			Spacing	<i>24</i>	
			<b>Upper Forecastle Deck, Angle</b> <i>E</i> or <i>F</i>	<i>4 2 38</i>	
			<b>Lower Forecastle</b>	<i>6x3x42 13A to 6x3x30 13A sp 48</i>	<i>24 under Windlass</i>
			Spacing	<i>6x3x40 angle spaced 24</i>	<i>in way of hung meat</i>



## PILARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.</b> <i>Two</i>		✓	Stringer Plate, breadth and thickness in way of Bridge	<i>24</i>	<i>34</i>
„ in 'tween Decks, Size and Spacing.....	<i>3 1/2 to 2 1/2 sp 4 to 16</i>	✓	Thickness of Plating abreast Deck openings in way of Wells		<i>26</i>
„ „ „ „	<i>4 1/4 to 3 1/4 sp 6 to 16</i>	✓	Thickness of Plating abreast Deck openings in way of Bridge		<i>26</i>
„ in Holds „ „	<i>5 1/4 to 4 sp 8 to 16</i>	✓	Thickness of Plating within line of openings...		<i>26</i>
„ „ „ „			If Sheathed, material and thickness	<i>1 1/2 Deck full 3" P. Pine in No. 1 Hold</i>	
<b>Centre Line Bulkhead.</b>			<i>Promenade "A"</i>		
Stiffeners and Spacing.....			<b>Third Deck.</b>		
Plating, thickness of .....			Stringer Plate, breadth and thickness.....	<i>36</i>	<i>30</i>
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness.....		<i>26</i>
<b>Uppermost Continuous Deck.</b>			<i>Boat</i>		
Stringer Plate, breadth and thickness in Wells	<i>60 x 70 ft. 60 aft.</i>	✓	<b>Fourth Deck.</b>		
„ „ „ „ in way of Bridge	<i>60 . 50</i>	✓	Stringer Plate, breadth and thickness.....	<i>36</i>	<i>25</i>
„ Angle in Wells .....	<i>6 x 6 . 80 ft. 60 aft.</i>	✓	If Plated, state thickness.....		<i>20</i>
Thickness of Plating abreast Deck openings in way of Wells	<i>40</i>	✓	<i>sheathed with 2" Teak where exposed</i>		
Thickness of Plating abreast Deck openings in way of Bridge	<i>50</i>	✓	<b>Poop Deck.</b>		
Thickness of Plating within line of openings...	<i>26</i>	✓	Stringer Plate, breadth and thickness.....	<i>30</i>	<i>32</i>
If Sheathed, material and thickness	<i>1 1/2 Deck full throughout in cattle space</i>	✓	Plating, Sheathing, material and thickness ...		<i>24</i>
<b>Second Deck.</b>			<i>sheathed with 2 1/2" Teak where exposed.</i>		
Stringer Plate, breadth and thickness in Wells...	<i>24 x 34 to 30</i>	✓	<b>Bridge Deck.</b>		
			Stringer Plate, breadth and thickness.....	<i>63</i>	<i>40</i>
			Plating, Sheathing, material and thickness ...		<i>32</i>
			<i>3/4 at sides of motor casing</i>		
			<b>Forecastle Deck.</b>		
			Stringer Plate, breadth and thickness.....	<i>30</i>	<i>32</i>
			Plating, Sheathing, material and thickness ...	<i>26 sheathed with 3" P. Pine</i>	

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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 .....	<i>46</i>	<i>.56</i>	<i>.52</i>	<i>.52</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/4</i>	<i>3</i>	<i>1"</i>	<i>3 1/2</i>	<i>Shapped</i>
„ DELG. (if any)												
BOTTOM PLATING, No. } of Strakes <i>4</i> .....		<i>.48</i>	<i>.46</i>	<i>.40</i>	<i>} increased .02 Owners extra</i>	<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>3</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Lapped</i>
BILGE PLATING, No. of } Strakes <i>2</i> .....		<i>.48</i>	<i>.36</i>	<i>.44</i>		-	-	-	-	-	-	-
SIDE PLATING, No. of } Strakes <i>1</i> .....		<i>.46</i>	<i>.36</i>	<i>.40</i>	<i>and .56 for 90 ft amid Owners extra + .10</i>	-	<i>7/8</i>	<i>3 3/4</i>	-	-	-	-
UPPER DECK, Sheer- } strake in Wells .....		<i>.88 F. 78 A</i>	<i>.36</i>	<i>.36</i>								
UPPER DECK, Sheer- } strake in Bridge ...		<i>.58</i>	<i>.36</i>	<i>.36</i>	<i>increased .12 Owners extra</i>							
STRAKE BELOW Sheer- } strake in Wells .....		<i>.46</i>										
STRAKE BELOW Sheer- } strake in Bridge ...		<i>.48</i>										
POOP SIDE PLATING <i>Lower</i>		<i>.34</i>				<i>Single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>2</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>
<i>Upper</i>		<i>.30</i>										
BRIDGE SIDE PLATING <i>Lower</i>		<i>.44</i>				<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>3</i>	<i>3/4</i>	<i>2 5/8</i>	-
<i>Upper</i>		<i>.34</i>				<i>Single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>2</i>	<i>5/8</i>	<i>2 1/4</i>	-
FORE'TLE 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*

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		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		26	4 1/2 x 3 x 34		30	✓
"	" Second "					
"	" Third "					✓
"	" Holds .....	30-34	5 1/2 x 3 x 30 depth 6 x 3 x 31 BA		4 x 30	✓
COLLISION	" (in Hold) .....	44 to 30	6 x 3 x 30 beam		4 x 24 x 2 Semi BA	Beams
AFTER PEAK	" .....	42 to 30	6 x 3 x 40 BA		4 x 24	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	FLAT PLATE			
STEM .....	Upper Rolled $7\frac{3}{4} \times 2$ Forefoot Casting open Section Springfield Steel Co			
STERN FRAME	Propeller Post .....			
	Rudder .....	Casting open Section Skoda Works		
RUDDER—A x D .....	240			
Speed of Vessel .....	17 Knots.			
RUDDER	mainpiece at head .....	Forging	$9 \times 10\frac{1}{2}$	Caledonia Forge.
"	heel .....		to $13\frac{1}{2}$	
"	how constructed .....	Keyed arms		
"	double or single plate .....	Single	1.02	
"	coupling, vertical or horizontal .....	Horizontal		

STEEL.

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

Siemens Martin open hearth Plates & Bars D. Colville & Sons Ltd

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



EQUIPMENT No.										LETTER "u"		ANCHORS.			
Number of Certificate.	Anchor.	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.			
91525	1st Bower ...	45	0	14	-	-	-	39	6	2	7	45	"Deadweight" (41.5)	5 Taylor & Sons	Netherton 31/1/30. H. Green.
91526	2nd „ ...	44	2	2	-	-	-	39	0	1	7	45	do do	do	do do do
91524	3rd „ ...	38	1	14	-	-	-	34	14	2	21	38	do do	do	do do do
	Collective weight.	128	0	2								128			
91490	Stream .....	12	1	12	3	1	11	14	4	0	7	12	"Trotman's" (4.1)	The East of Duddley R.O. Wks Ltd.	Netherton. 28/1/30. H. Green.

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.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
94348	270	1 5/16	67 1/2	9 1/2	511-1-23	511-2-0	270	1 5/16	Steel Link	The East of Duddley R.O. Wks. Ltd.	Netherton 30/1/30. H. Green.	TOWLINE...	120	4	33	100	4		
	Including 4 spans shackles				2-3-1								5 coils of 120 fathoms 2 3/4						
	"	2	links	"	1-0-9.								15 1/2				90	2 1/2	
94370	2-5 link shackles	2 5/16	67 1/2	9 1/2	5-2-24				Steel Link	do.	Netherton 29/1/30. H. Green.	HAWSERS & WARPS				90	2 1/2		
	2 shackles				1-1-17.							"				90	2 1/2		
		Cir.						Cir.				"				90	2 1/2		
Iron Stream Chain or Steel Wire	90	4 1/2	43.3				90	4 1/2	Steel Wire	Buntens Musselburgh		"							

Steering Gear, Steam *Harland & Wolff* *Steel* *Shaw* *Marineau*      Steering Gear, Hand *Relieving* *Tackle*.  
 Boats *2-26 ft x 6-28 ft* *Lifeboats*      Steering Chains, Size and Test *none*      Windlass *Clark Chapman Electric*.  
 Ceiling in Holds, thickness and material *2 1/2" W.P.*      Cargo Battens, thickness, material and spacing *2" W.P. berth + space*.  
 Cargo Hatchways.—(Upper Deck) *Steel Plates & Angles*.      Thickness of Hatches *2 1/2"*.  
 Size of No. 1 Hatchway (Forward) *8'0" x 14'0"* No. 2 *14'0" x 14'0"* No. 3 *14'0" x 14'0"* No. 4 *8'0" x 14'0"* No. 5      No. 6  
 Number of Shifting Beams *and/or Fore and Afters One in Nos 1 & 4, Two in Nos 2 & 3.*  

For HARLAND AND WOLFF, LIMITED.  
 Builder's Signature *Chas Taylor*

**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. *no* 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. The workmanship and materials are good - The double bottom tanks peak tanks oil fuel bunkers and copper dams have been tested as required by the Rules with satisfactory results. The weather decks WT Bulkheads and flats have been hose tested satisfactorily. The Steering Gear, Windlass, Bilge Pumps and Watertight Doors 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 No 3 Double Bottom Tank under auxiliary engine room and in a deep tank between the shaft tunnels.*

The amount of Entry Fee ..... £ *7 : 0 : 0*      Fees applied for, *17th June 1930*  
 Special Survey Fee .... £ *225 : 19 : 0*      Received by me, *14.8.1930*  
*Freeboard* *7 : 10 : 0*  
 Travelling Expenses, if any £ : :

I am of opinion the Vessel should be Classed *+100A1 with freeboard*  
*fitted for Oil fuel 6.30 FP above 150°F*

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 *15/8/30.*

Committee's Minute      FRI. 4 JUL 1930  
 Character assigned *+100A1 with fbd.*  
*Write Sd*      *Lloyd's A & C.P.*  
*Exp.*      *Oil Eng. O.B. 80 lb*

The Surveyors are requested not to write on or below the Committee's Minute.



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.)

Twelve approved plans forwarded herewith together with five forging and casting reports  
Midship Section. Profile, Deck Plans, Pillaring Plan, Stern Frame & Propeller Brackets, after end framing  
Tank Side Bracket connections. Oil fuel bunkers, Engine Seating, Rudder Plan, Outline of Rudder.  
Pumping Plan

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

1st Bower	29	1	21	incl. pins	H.C.	91525	31/1/30
2nd "	28	0	2	do.	H.C.	91526	31/1/30
3rd "	26	0	14	do.	H.C.	91524	31/1/30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 59 ft., R.Q.D. ✓ ft., Bridge 160 ft., Forecastle 73 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<sup>st</sup> Dk (skt plaoop) 2<sup>nd</sup> Dk (skt) in No 2 Hold (W) in No 1

Official No. 152222 ; Signal Letters

Is bottom of Vessel coated with cement *Yes except in* if not give particulars of composition *Water Ballast & Fresh Water Tanks cement pilled, Lubricating oil tanks and copper dams*  
*copper dams painted, bilges cemented to upper turn*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	62	77 WB	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		41 WB
Double bottom, if under Engines only,	64	88 FW	Deep tank, aft, <i>in way of tunnels</i>		42 WB
Double bottom, if under Boilers only, <i>Aux Engines</i>	22	51 oil	Deep tank, forward,	52	103 OIL
Double bottom, forward,	92	114 WB	Other tanks, if fitted,		
Total capacity of double bottom		330	(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. 807

Date 26<sup>th</sup> April 1929

Dates of Surveys held while building

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

Total No. of Visits 93