

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office

17 MAY 1930

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 10 May 1930

Port of *Belfast*

No. 10,368

Survey held at *Belfast*Date First Survey 22nd April 1929

Last Survey 8 May 1930

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

Steel Twin Screw Motorship "IRIS BANK"

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

*Complete Superstructure with Tonnage Opening*State Type of Erections *✓*

TONNAGE under Tonnage Deck...)

*4948.59*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

4948.59

Gross Tonnage

5626.5

Net Tonnage

3437.28

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

FEET.

125

Breadth (greatest moulded)

B 54

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

1st Longitudinal Number (L x D)

= 16077.75

2nd Numeral L x (B + D)

= 40302.45

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

26.02

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

11.01

Do. Long Bridge to top of keel

✓

Draught Moulded

*25 - 10⁵/₈*Launched 28 Jan. 1930 Yard No. *510*Builders *Wortman Clarke (1928) Ltd.*Owners *Bank Line Ltd*Managers *A. Weir & Co.*

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

Residence

Port of Registry *Belfast*

If surveyed while building, afloat, or in dry dock

While building & afloat, & in dry dock.

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.
Spacing amidships	36		Bracket Floors, Frame	4 NBS	
" from 1/2 length to Collision bulkhead	24		" " Reversed Frame	4 NBS	
" in peaks	24		" " Vertical Struts	Two	
SPACING.			Centre Girder, depth and thickness amidships	44 1/2	1.58
amidships, Angle	9 3 1/2	56	" " top Angles	Double	3 1/2 3 1/2 54
" Extends up to	Upper Deck		" " bottom Angles	do	5 5 62
1st Frame Amidships, Angle	9 3 1/2	64	Side Girders, No. each side and thickness	One	42
" Extends up to	2nd Deck		Margin Plate depth (excl. of flange) and thickness	38	56
Framing Girder	14		" " Vertical Angle to Tank side	6	6 46
in Uppermost Continuous 'tween Decks, Angle	9 3 1/2	56	" " Bracket abaft 1/2 len. from stem	14	7/8 R
Second 'tween Decks, Angle, [or [-	-	" " Vertical Angle to Tank side	6	6 46
Third " " "	-	-	" " Bracket forward 1/2 len. from stem	17	7/8 R
in Peaks, Angle or [7 1/2 3 1/2	43	" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous Tank Top Plate	11-7/8 R
" and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 7/8		" " Gussets, spacing and scantling forward 1/2 len. from stem	Continuous Tank Top Plate	8-7/8 R. 18 @ Painting
Frame Joggled	Yes		Tank Side Brackets, height above base line at toe of Frame and thickness	73	53
ARRANGEMENTS (Sec. 7), state system and particulars	10 4 60	owners Extra 4 beams at 3rd Stringer with 36 1/2 x 35 Stringer in way of Spaces abaft Coll. Bld	INNER BOTTOM PLATING.		
FINISHING OF BOTTOM FOR	6 6 46		Breadth and thickness of Middle Line Strake	54	52 1/2 44
TON			Thickness of remainder in Holds	46	1/2 42
depth and thickness at mid-line in Holds			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in B. & D.B. space and framing in Bunkers and Boiler Room?	Yes	
height of Brackets at side above base line at toe of frame			BEAMS.		
line Keelson, on Floors, Angles, [or [Uppermost Continuous Deck, amidships	10	3 1/2 46
" Through Plate or Intercostal Plate			" " in Wells, Angle, [or [
" Foundation Plate on Floors			" " in way of Bridge, Angle, [or [
" Flat Plate Keel Angles			Spacing	Every frame	
SONS, No. each side			Second Deck, amidships, Angle, [or [12	3 1/2 3 1/2 58
thickness of Intercostal Plate			Spacing	Every frame	
Angles			Third Deck, amidships, Angle, [or [
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	42	Stiffened on Alternates	Fourth Deck, amidships, Angle, [or [
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line	33 1/2	45	Poop Deck, Angle, [or [
" " breadth and thickness at margin plate	33 1/2	45	Spacing		
			Bridge Deck, Angle, [or [
			Spacing		
			Forecastle Deck, Angle, [or [
			Spacing		

002938-002946-002952

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.....		One.									
" in 'tween Decks, Size and Spacing.....		3 1/8 alt. frames.									
" " " " "											
" in Holds " " "		Centre line Bhd.									
" " " " "											
Centre Line Bulkhead.											
Stiffeners and Spacing.....		Amidships									
Every frame.		9	10	3 1/2	52	C.N.B.S.					
Plating, thickness of		28									
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells		61 x 63									
" " " " in way of Bridge		40 x 44									
" Angle in Wells		6	6	60							
Thickness of Plating abreast Deck openings		3 1/2 3 1/2 44									
in way of Wells		62 1/2 36									
Thickness of Plating abreast Deck openings		- - -									
in way of Bridge											
Thickness of Plating within line of openings...		40 1/2 36									
If Sheathed, material and thickness		3" Oregon Pine									
Second Deck.											
Stringer Plate, breadth and thickness in Wells...		72 x 42									
		36 x 35									
Stringer Plate, breadth and thickness in way of Bridge											
Thickness of Plating abreast Deck openings		40 1/2 31									
in way of Wells											
Thickness of Plating abreast Deck openings		- - -									
in way of Bridge											
Thickness of Plating within line of openings...		34 1/2 31									
If Sheathed, material and thickness											
Third Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness.....											
Fourth Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness											
Poop Deck.											
Stringer Plate, breadth and thickness											
Plating, Sheathing, material and thickness ...											
Bridge Deck.											
Stringer Plate, breadth and thickness.....											
Plating, Sheathing, material and thickness ...											
Forecastle Deck.											
Stringer Plate, breadth and thickness											
Plating, Sheathing, material and thickness ...											

[illegible]

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

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i>Rolled Bar.</i>	<i>10 x 2 $\frac{5}{8}$</i>		
STERN FRAME {	Propeller Post			
{ Rudder "	<i>Casting. " 3"</i>			
RUDDER—A x D	<i>638</i>	<i>58 17/8</i>		
Speed of Vessel	<i>13 1/2</i>			
RUDDER mainpiece at head ...	<i>Forging.</i>	<i>11 7/8</i>		
" " heel ...		<i>9</i>		
" how constructed	<i>Forged built & shrunk on</i>			
" double or single plate	<i>Single</i>	<i>1.03.</i>		
" coupling, vertical or horizontal	<i>Vertical.</i>			

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

Baldwins L^y; Consett, Lanarkshire Steel Co L^{td}, Pease & Partners, David Colville,
open hearth process
Has the Steel been tested as required by the Rules? Yes Certificates herewith

Has the Steel been tested as required by the Rules?

EQUIPMENT No. <i>H1005</i>												LETTER <i>bf</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.				
<i>62433</i>	1st Bower ...	<i>70</i>	<i>0</i>	<i>14</i>	-	-	-	<i>53</i>	<i>15</i>	-	-	<i>69-0-0</i>	<i>Byers Type</i>	<i>S. Taylor & Sons (Brierley Hill)</i>	<i>Tipton, 27/6/29. W.A. Drysdale</i>	
<i>62436</i>	2nd „ ...	<i>69</i>	<i>1</i>	<i>18</i>				<i>53</i>	<i>10</i>	-	-	<i>69-0-0</i>	<i>do</i>	<i>do</i>	<i>do do do</i>	
<i>62434</i>	3rd „ ...	<i>69</i>	<i>0</i>	<i>14</i>				<i>53</i>	<i>5</i>	-	-	<i>69-0-0</i>	<i>do</i>	<i>do</i>	<i>do do do.</i>	
	Collective weight.	<i>208</i>	<i>2</i>	<i>18</i>								<i>204-0-0</i>				
<i>62522</i>	Stream	<i>20</i>	<i>3</i>	<i>14</i>	<i>5</i>	<i>1</i>	<i>7</i>	<i>21</i>	<i>10</i>	<i>1</i>	<i>4</i>	<i>20-2-0</i>	<i>Ordinary</i>	<i>do</i>	<i>do 22/7/29 do.</i>	

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.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
14012	300	2 3/8	10 1/2	142 1/2	847-0-3			844-1-0	300	2 3/8	Stud Link.	S. Taylor & Sons Ltd	Chester. 27/8/29. J.R. Pearson	TOWLINE...	130	5 1/2	84 3/10	130	5 1/2
														HAWSERS & WARPS	2 @ 100	2 3/4	21 1/10	2 @ 100.	2 3/4
														"	2 @ 100	2 3/4	21 1/10.	2 @ 100	2 3/4
Stream Chain on Steel Wire	120	5"		70%					120	5	6 strands of 24 wire Thomson Black do.		Makers.	"					

Steering Gear, <i>Steam</i>	<i>Haslie Hydraulic Steering Gear</i>	Steering Gear, <i>Hand</i>	<i>None.</i>
Boats <i>4 @ 25'-0" x 8'-0" x 3'-3"</i>	Steering Chains, Size and Test	<i>None</i>	Windlass <i>Amerson Walker Vertical Steam</i>
Ceiling in Holds, thickness and material	<i>2 1/2" W.P. under Hatchways</i>	Cargo Battens, thickness, material and spacing	<i>2 1/2" Vertical between frames</i>
Cargo Hatchways.-(Upper Deck)	<i>Steel Coaming</i>	Thickness of Hatches	<i>3' x 2 3/4</i>
Size of No. 1 Hatchway (Forward)	<i>24'-9" x 22</i>	No. 2	<i>30' x 22</i>
		No. 3	<i>30' x 22</i>
		No. 4	<i>33' x 22</i>
		No. 5	<i>33' x 22</i>
		No. 6	
Number of Shifting Beams and/or Fore and Afters	<i>N°1-5, N°2-5, N°3-5, N°4-5, N°5-5</i>		
<div> <div>Builder's Signature</div> <div> <div>WORKMAN CLARK (1928) LIMITED.</div> <div><i>J. Cunningham</i></div> <div>SECRETARY.</div> </div> </div>			

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel		(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo
The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.		
<p>This vessel has been constructed in accordance with the approved plans, Secretary's letters and to the Society's Rules. The materials and workmanship are good and to my satisfaction. The double bottom tanks, Deep Tanks, tanks between tunnels and fore and after peak tanks have been tested on completion and found tight. The weather decks, watertight bulkheads, and tunnels have been hose tested and found satisfactory. The freeboards as assigned have been marked, checked, and cut in on the vessel's sides. The Deep Tanks and Tanks between tunnels have been constructed in accordance with the approved plans for the carriage of Vegetable oil. See Secretary's letter 31/5/29. The fore peak has been constructed as per plan approved 14/11/29 for the carriage of oil F.P. above 150°F. See Secretary's letter 14/11/29. The steering gear, windlass, watertight door and hand pump have been tried and found satisfactory. This vessel is fitted for the carriage burning of oil fuel. F.P. above 150°F which may be carried in the double bottom, except a portion in the machinery space for fuel water, lubricating oil & coffer dams.</p>		

The amount of Entry Fee	£ <i>9</i> : - : -	Fees applied for, <i>12 May 1930</i>	I am of opinion the Vessel should be Classed <i>+100 A1</i>
Special Survey Fee....	£ <i>340</i> : <i>13</i> : -	Received by me, <i>27.5.30</i>	with freeboard
Travelling Expenses, if any	£ <i>9</i> : <i>3</i> : <i>4</i>		
State whether the Vessel has been built under Special Survey	<i>Yes</i>	Signature <i>J. Hodgson</i>	<i>L.R. Registrar</i>
Certificate to be sent to	<i>Belfast.</i>	Date of issue	<i>28/5/30.</i>

Committee's Minute	<i>FRI. 23 MAY 1930</i>
Character assigned	<i>+100A1 with ped.</i>
	<i>Carryg. Vegetable oil in deep tanks and in tanks between tunnels</i>
	<i>+ L.M.C. 5,30</i>
	<i>DB. 120 lb. C.L.</i>
	<i>Oil Eng</i>
	<i>Lloyd's A.R.C.P.</i>

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



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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.)

Approved plans of midship section, profile and deck plans⁽³⁾ forwarded herewith and it is requested that these be returned to Belfast for reference in completing the sister vessels. Copies of remaining approved plans are filed in London office.

Plan of Midship Section as built, Fording Casting Reports and Steel certificates also forwarded.

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

1st Bower	113-2-14	M. B. 3989	18-1-29	(Weight includes pin)
2nd "	43-2-24	K H	10052	H-2-29
3rd "	42-3-0	K H	10031	9-1-29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{ft.} ft., R.Q.D. ^{ft.} ft., Bridge ^{ft.} ft., Forecastle ^{ft.} ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

Notation "Carrying Vegetable Oil in Deep Tanks and in Tanks between Tunnels."

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

1 JK (Stl) and Shelter Dr (Stl) W.S.

Official No. 161861 ; Signal Letters L S K

Is bottom of Vessel coated with cement ^{Bulges only} if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	129	313	Fore peak tank,	27-21	95
Double bottom, under Engines and Boilers,	51	299	After peak tank,	19	182
Double bottom, if under Engines only,			Deep tank, aft,	36'	1327
Double bottom, if under Boilers only,			Deep tank, forward,	99	264
Double bottom, forward,	146-25	560	Other tanks, if fitted, <i>Between Tunnels</i>		
	Total capacity of double bottom	1142	(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. 808

Date 24th April 1929

Dates of Surveys held while building

1929
Apr 22, May 6, 14, 19, 21, 23, 28, 30, 31 June 3, 5, 6, 19, 20, 21, 24, 26 July 2, 5, 10, 23 Aug. 1, 5, 6, 7, 9, 14, 20, 25, 27
Sept 1, 2, 3, 6, 11, 12, 13, 16, 18, 19, 20, 23, 24, 27 Oct 1, 3, 4, 7, 9, 10, 11, 14, 15, 16, 17, 18, 22, 23, 24, 28, 29, 30, 31 Nov 1, 5, 8, 11, 13
14, 15, 18, 19, 20, 21, 22, 25, 26, 28, 29 Dec 2, 4, 5, 6, 9, 10, 13, 16, 17, 18, 19, 31 1930
Jan 3, 10, 13, 14, 31 Feb 13, 18 Mar 19
20, 25 Apr 2, 3 May 8
Total No. of Visits 103