

WRECK
SECTION

No. 911

STEEL STEAMER or MOTORSHIP.

WRECK
SECTION

No. 911

9 APR 1925

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 7th April 1925Port of BelfastNo. 9316Survey held at BelfastDate First Survey 4th October 1924Last Survey 25th March

1925

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) Twin Screw Steamer "INVERLAGO"machinery aftState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Restricted Draught and ServiceState Type of Erections Popo & Forecastle & Longitudinal TrunkTONNAGE under Tonnage Deck... 1742.83CLASS 100 A1State if with freeboard as condition of Class YesBuilt 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) 305Launched 26th Feb 1925 Yard No. 699Breadth (greatest moulded) 50Builders Harland & Wolff LtdDepth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 15Owners Lago Shipping Co Ltd1st Longitudinal Number (L x D) 4575Managers A. Weir & Co

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

2nd Numeral L x (B + D) 19825

Residence

REGISTERED DIMENSIONS.

FEET.

Length 305.7Breadth 50.25Depth 14.3Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.25Proportions—Depth to Length—Uppermost continuous deck to top of keel 20.33Do. Long Bridge to top of keel 13.45Draught Moulded 11'-0"Port of Registry London

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.
FRAMES, Spacing amidships	24	✓	Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	24	✓	" " Reversed Frame		
" " in peaks	24	✓	" " Vertical Struts		
FRAME FRAMING.	6 1/2 3 46	in way of Ballast Spaces	Centre Girders, depth and thickness amidships		
Frame Amidships, Angle, <u>E or C</u>	6 3 36	✓	" " top Angles		
" " Extends up to <u>Upper Deck & Forecastle Deck</u>			" " bottom Angles		
Reversed Frame Amidships, Angle <u>none</u>	3 1/2 3 38	alternately to Prop	Side Girders, No. each side and thickness		
" " except on floors fore of 35'2"	3 3 36	✓	Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side		
Depth of Framing Girder	6 1/2 in Ballast Spaces 6 1/2		" " Bracket abaft 1 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or C</u>			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, <u>E or C</u>			" " Bracket forward 1 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling abaft 1 len. from stem		
Framing in Peaks, Angle <u>E</u>	6 3 34	✓	" " Gussets, spacing and scantling forward 1 len. from stem		
Diameter and Spacing of Rivets through Shell Plating	3/4 x 5/8, 4 in Ballast Tanks & Bunks & Bottom forward 1/2	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	<u>Yes</u>		INNER BOTTOM PLATING.		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	13 Web & 6 1/2 x 3/4 Angle side stringers and one tier of panting beams in Peak	✓	Breadth and thickness of Middle Line Strake		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double frames to floors two extra intercostal side keelsons and shell midship thickness maintained	✓	Thickness of remainder in Holds		
ANGLE BOTTOM.			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?		
Floors, Depth and thickness at mid-line in Holds	21 x 36 in Oil Tanks 38	✓	BEAMS.		
Height of Brackets at side above base line at toe of frame	4'-0"	✓	Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or C</u>	5 1/2 3 34	✓
Middle Line Keelson, on Floors, Angles	7 1/2 3 48	✓	" " in way of Bridge, Angle, <u>E or C</u>		
" " Single <u>E or C</u> on Upper edge	4 1/2 x 4 1/4	✓	Spacing	24	✓
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, <u>E or C</u>		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles	4 4 54	✓	Third Deck, amidships, Angle, <u>E or C</u>		
Side Keelsons, No. each side	one & Longitudinal Bulkhead	✓	Spacing		
" " thickness of Intercostal Plate	38 x 36	✓	Fourth Deck, amidships, Angle, <u>E or C</u>		
" " Angles <u>Bull</u>	6 3 1/2 50	✓	Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <u>E or C</u>	6 1/2 3 44	✓
Solid Floors, thickness and spacing			Spacing	24	✓
" " Are Frame and Reversed Frame joggled?			Longitudinal Trunk		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, <u>E or C</u>	6 1/2 3 36	✓
" " breadth and thickness at margin plate			Spacing	24	✓
			Forecastle Deck, Angle, <u>E or C</u>	5 1/2 3 30	✓
			Spacing	24	✓

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.	Number of Certificate
PILLARS, No. of Rows ... <i>one six spaces apart.</i>					5858
.. in 'tween Decks, Size and Spacing.....					58582
" " " " "					58581
" in Holds " "					58586
" " " " "					
LONGITUDINAL TRUNK Centre Line Bulkheads <i>14' 6" each side of centre</i>					59441
Stiffeners and Spacing... <i>Bulk Angles 5 1/2 3 3/8 spaced 24"</i>					
Plating, thickness of <i>Below Deck 40-38 1/2 3/8 Above Deck 42 1/2 4 1/8</i>					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells <i>64 x 40 to 36</i>					
" " " " in way of Bridge					
" Angle in Wells.....	<i>5 5 40</i>				
Thickness of Plating abreast Deck openings } in way of Wells..... }	<i>40</i>				
Thickness of Plating abreast Deck openings } in way of Bridge..... }					
If Sheathed, material and thickness <i>Plating 30" at ends</i>					
Second Deck.					
Stringer Plate, breadth and thickness in Wells...					
Stringer Plate, breadth and thickness in way of Bridge.....					
Thickness of Plating abreast Deck openings } in way of Wells..... }					
Thickness of Plating abreast Deck openings } in way of Bridge..... }					
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.....	<i>28 32</i>				
Plating, Sheathing, material and thickness <i>Steel 30</i>					
LONGITUDINAL TRUNK Bridge Deck.					
Stringer Plate, breadth and thickness.....	<i>60 x 48</i>				
Plating, Sheathing, material and thickness <i>Steel 48</i>					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	<i>28 32</i>				
Plating, Sheathing, material and thickness ... <i>30 x 40 in way of windlass.</i>					

SHELL PLATING.

SCANTLINGS.						RIVETING.								GENERAL REMARKS.	
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <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>44</i>	<i>.84</i> ✓	<i>.52</i> ✓	<i>.52</i>	<i>✓</i>	<i>Double</i>	<i>1"</i>	<i>4</i>	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>1</i>	<i>3½</i>	<i>✓</i> <i>Lap</i>	<i>app</i>
„ DBLG. (if any)	<i>none</i>					<i>"</i>									<i>wi</i>
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>66</i>	<i>3@.54</i>	<i>1@.52</i>	<i>.42</i> ✓	<i>.42</i>	<i>✓</i>	<i>Double</i>	<i>7/8"</i>	<i>3¼</i>	<i>✓</i>	<i>3</i>	<i>7/8</i>	<i>3½</i>	<i>✓</i> <i>Lap</i>	<i>as</i>
BILGE PLATING, No. of Strakes <i>1</i>	<i>64½</i>	<i>.50</i> ✓	<i>.40</i> ✓	<i>.40</i>	<i>{ upper edge double riveted in lieu of single }</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>✓</i>	<i>3</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>✓</i> <i>"</i>	<i>an</i>
SIDE PLATING, No. of Strakes <i>2</i>	<i>48</i>	<i>.48</i> ✓	<i>.40</i> ✓	<i>.40</i>		<i>✓</i>	<i>Single</i>	<i>¾</i>	<i>3</i>	<i>✓</i>	<i>3</i>	<i>¾</i>	<i>2⅞</i>	<i>✓</i> <i>"</i>	<i>be</i>
UPPER DECK, Sheer-strake in Wells.....	<i>49</i>	<i>.48</i> ✓	<i>.40</i> ✓	<i>.40</i>	<i>✓</i>						<i>3</i>	<i>"</i>	<i>"</i>	<i>✓</i> <i>"</i>	<i>2</i>
UPPER DECK, Sheer-strake in Bridge ...															
STRAKE BELOW Sheer-strake in Wells.....		<i>.48</i> ✓	<i>.40</i> ✓	<i>.40</i>	<i>✓</i>										
STRAKE BELOW Sheer-strake in Bridge ...															
POOP SIDE PLATING				<i>.34</i>	<i>✓</i>	<i>Single</i>	<i>¾</i>	<i>1½</i>	<i>✓</i>	<i>2</i>	<i>7/8</i>	<i>2¼</i>	<i>✓</i> <i>Lap</i>	<i>750</i>	
BRIDGE SIDE PLATING ...															<i>66</i>
FOREC'TLE SIDE PLATING				<i>.34</i>	<i>✓</i>	<i>Single</i>	<i>¾</i>	<i>2½</i>	<i>✓</i>	<i>2</i>	<i>7/8</i>	<i>2¼</i>	<i>✓</i> <i>Lap</i>	<i>Mes</i>	

WATERTIGHT BULKHEADS.

[illegible]

EQUIPMENT No.										LETTER "T"	ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
58583	1st Bower	40	1	21	27	3	21	36	0	2	14	42	Halls patent stockless J. Knight & Co. Ltd. Lipton 7/25 Drysdale	
58582	2nd "	40	1	18	28	0	11	36	0	2	14	42		
58581	3rd "	40	1	14	27	2	0	35	16	3	14	35½		
	Collective weight.	121	0	53								119½		
58586	Stream	11	0	14	3	0	0	13	0	0	0	11	Rodgers J. Knight & Co. Ltd. Lipton 8/25 Drysdale	

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.	Statu- tory.	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.		
59441	240	1 7/8	63.5-0	88-100	430-0.5			425-1-0	240	1 11/16	Stud	J Knight & Co Ltd Lipton 8/25 Drysdale		TOWLINE ...	100	4	33	100	4		
non Steam Chain Steel Wire	75	Cir. 4 1/4	35						75	Cir. 4 1/4	Steel Wire	Larnock Bitter & Co Ltd.	makers Certificates examined	HAWSERS & WARPS	90	2 1/2	12 1/2	90	2 1/2		
															90	2 1/2	12 1/2	90	2 1/2		
															90	2 1/2	12 1/2	90	2 1/2		
															90	2 1/2	12 1/2	90	2 1/2		

Steering Gear, Steam
Harland & Wolff
Wilson & Paine Patent
Steering Gear, Hand
Relieving Tackle

Boats
2 Life Boats 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
none

Cargo Hatchways.—(Upper Deck)
Oil tight 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
Charles Payne

GENERAL DECLARATION
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 materials and workmanship are good throughout. The cargo oil tanks coffer dams and ballast tanks have been tested as required by the Rules with satisfactory results. The weather decks and watertight bulkheads have been tested by hose and found good. and the steering gear, windlass, engine bilge and hand pumps have been tested under working conditions and found good. The freeboard has been verified and cut in on the vessels sides.

The amount of Entry Fee £ 6 : 0 : 0
Special Survey Fee.... £ 240 : 8 : 0
Freeboard 7 : 0 : 0
Travelling Expenses, if any £ : :
Fees applied for,
Mar 27th 1925
Received by me,
15/35
State whether the Vessel has been built under Special Survey
yes
Certificate to be sent to
This Office
Date of issue
17/5/25

I am of opinion the Vessel should be Classed
+ 100A1 with freeboard
For service in the Gulf of Maracaibo amongst the West Indian Islands and in the Gulf of Mexico
Signature
S. Kendall
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
FRI. 17 APR 1925
Character assigned
+ 100A1
with freeboard
Car: pet: in bulk
Lloyd's act. + Limb 3.55 Cf
Fitted for oil fuel 3.55
Sp. above 150°
Write Gls
Lv. 17.4.25

Lloyd's Register Foundation
00912/2

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 following approved plans together with four forging reports are forwarded herewith for reference. Midship Section, after end framing, Bulkhead stiffening, Bottom strengthening forward & Pumping Plan (Five plans in all). Kindly return the approved plans to this office for reference in the survey of the sister vessels.

The approved sketches of Profile & Deck Plans are already in the London Office.

E. H. Kendall.

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

1st Bower 25-3-24, W.M. N^o 5927 28th Nov^r 1924.
2nd „ 26-0-20, W.M. N^o 5930 28th Nov^r 1924.
3rd „ 25-2-11, R.F. N^o 4919 8th Dec^r 1922.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 66.6 ft., Longitudinal Trunk 204 ft. ft., Bridge 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 and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) / Ok. Stl. 7 Bkds.

Official No. 148567; Signal Letters

If bottom of Vessel has been coated Inside Yes. give

particulars of composition Bitumastic in E & B Space, Cement in peaks & ballast tanks, Paint in Pump Room & Buoyancy space
nothing in way of cargo oil tanks and coffer dam.

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 tank, aft, <u>wing tanks</u>		356
Double bottom, if under Boilers only,			Deep tank, forward, <u>wing tanks</u>		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. 750

Date 20th October 1924

Dates of Surveys held while building

1924 Oct^r 4-7-13-15-16-21-22-23-24-28-30-31 Nov^r 4-6-12-17-19-20-21-25-27 Dec^r 1-3-5-8-10-16-18-31
1925 Jan 1-8-13-19-20-22-23-24-27-30 Feb 1-3-4-5-7-9-11-14-16-17-20-23-24-26 Mar 9-11-16-17-18-20-23-25
Mar 25.

Total No. of Visits 62