

STEEL STEAMER or MOTORSHIP

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*DISCLOSED
SECTION
No. *NW9*

16 JUL 1925

DISCLOSED
SECTION
No. *179*Date of completion of report *14th July 1925*Port of *Belfast*No. *9380*Survey held at *Belfast*Date First Survey *17th October 1924*Last Survey *9th July 1925*On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Steel Twin Screw Steamer "INVERRUBA" (374604)*State Type (Full Sailing, Complete Superstructure with or without Tonnage Openings) *Restricted Draught and service*State Type of Erections *Pop & Tourash & Longitudinal Bulkhead*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.

Depth from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 305*Launched *26th May 1925* Yard No. *702*Total *1742.83*Breadth (greatest moulded) *B 50*Builders *Karland & Wolff Ltd.*Gross Tonnage *2372.40*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*Owners *Lago Shipping Co. Ltd.*Register Tonnage *1234.96*1st Longitudinal Number (L x D) *65 m intermediate = 4575*

Managers

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

2nd Numeral L x (B + D) *= 19825*

Residence

REGISTERED DIMENSIONS.

FEET.

Length *305.7*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.25*Port of Registry *London*Breadth *50.25*Proportions—Depth to Length—Uppermost continuous deck to top of keel *20.33*If surveyed while building, afloat, *and* in dry dockDepth *14.30*Do. Long Bridge to top of keel *13.45*Draught Moulded *11-0"**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 length to Collision bulkhead	24			✓	" " Reversed Frame				
" " in peaks	24			✓	" " Vertical Struts				
SIDE FRAMING. Built Angles	6 1/2	3	46	in way of Ballast Spaces ✓	Centre Girder, depth and thickness amidships				
Frame Amidships, Angle [	6	3	36	✓	" " top Angles				
" " Extends up to Upper & Forecastle Dks & alternately ✓					" " bottom Angles				
Bottom framing angles	3 1/2	3	38	to Poop ✓	Side Girders, No. each side and thickness				
Reversed Frame Amidships, Angle, none except on floors forward of 3/5 L	3	3	36	✓	Margin Plate depth (excl. of flange) and thickness				
" " Extends up to					" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem				
Depth of Framing Girder 6" and in Ballast Spaces 6 1/2"				✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem				
Frames in Uppermost Continuous 'tween Decks, Angle, [or [					" " Gussets, spacing and scantling abaft 1/4 len. from stem				
" " Second 'tween Decks, Angle, [or [					" " Gussets, spacing and scantling forward 1/4 len. from stem				
" " Third " " " "					Tank Side Brackets, height above base line at toe of Frame and thickness				
Framing in Peaks, Angle [	6	3	34	✓	INNER BOTTOM PLATING.				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 x 5 1/2" and in Ballast Tanks & Peaks & Bottom for 4 1/2"			✓	Breadth and thickness of Middle Line Strake				
State if Frame Joggled	Yes.				Thickness of remainder in Holds				
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	13 1/2" x 6 1/2" x 3/4 angle side stringer and one tier of panting beams in Peak			✓	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?				
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double frames to floors and 2 extra in each side holdson and midship thickness of shell maintained fore to Collision Bulkhead.			✓	BEAMS.				
SINGLE BOTTOM.					Uppermost Continuous Deck, amidships in Wells, Angle, [or [	5 1/2	3	34	✓
Floors, Depth and thickness at mid-line in Holds	21 x 36 in Oil Tanks 38			✓	" " in way of Bridge, Angle, [or [
Height of Brackets at side above base line at toe of frame	4-0			✓	Spacing	24			
Middle Line Keelson, on Floors, Angles, Single [or [on Upper edge	7 1/2	3	48	✓	Second Deck, amidships, Angle, [or [
" " Through Plate [or [Intercoastal Plate	42		44	✓	Spacing				
" " Foundation Plate on Floors					Third Deck, amidships, Angle, [or [
" " Flat Plate Keel Angles	4	4	54	✓	Spacing				
Side Keelsons, No. each side one and Longitudinal Bulkhead				✓	Fourth Deck, amidships, Angle, [or [
" " thickness of Intercoastal Plate	38 x 36			✓	Spacing				
" " Built Angles single	6	3 1/2	50	✓	Poop Deck, Angle, [or [	6 1/2	3	44	✓
DOUBLE BOTTOM.					Spacing	24			
Solid Floors, thickness and spacing					Longitudinal Bulkhead				
" " Are Frame and Reversed Frame joggled?					Bridge Deck, Angle, [or [	6 1/2	3	36	✓
Bracket Floors, breadth and thickness at middle line					Spacing	24			
" " breadth and thickness at margin plate					Forecastle Deck, Angle, [or [	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.
PILLARS , No. of Rows... <i>one six frames apart</i>					✓	Stringer Plate, breadth and thickness in way of Bridge					
,, in 'tween Decks, Size and Spacing.....						Thickness of Plating abreast Deck openings in way of Wells					
,, " " " " "						Thickness of Plating abreast Deck openings in way of Bridge					
,, in Holds " "				<i>9x4x4x60 Double channels</i>	✓	Thickness of Plating within line of openings...					
LONGITUDINAL TRUNK BULKHEADS 14'-6" each side of centre.					✓	If Sheathed, material and thickness					
Centre Line Bulkhead.						Third Deck.					
Stiffeners and Spacing... <i>Bulk Angles 5 1/2 3 36 spaced 24"</i>					✓	Stringer Plate, breadth and thickness.....					
Plating, thickness of <i>Below Dk. 40, 38, 36 above Deck 42 & 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>64x40 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 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						LONGITUDINAL TRUNK Bridge Deck.					
Thickness of Plating within line of openings...						Stringer Plate, breadth and thickness.....				<i>60 48</i>	✓
If Sheathed, material and thickness <i>Plating 30" at ends</i>					✓	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 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 jogged?		RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.		Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	<i>44</i>	<i>84</i>	<i>52</i>	<i>52</i>	✓	<i>Double</i>		<i>1"</i>	<i>4"</i>	<i>4</i>	<i>1"</i>	<i>3 1/2"</i>	<i>Lap</i>
,, DELG. (if any)	<i>none</i>				✓								
BOTTOM PLATING , No. of Strakes <i>4</i>	<i>66</i>	<i>3 @ 54, 1 @ 52</i>	<i>42</i>	<i>42</i>	✓	<i>Double</i>		<i>7/8</i>	<i>3 3/4"</i>	<i>3</i>	<i>7/8</i>	<i>3 3/8"</i>	<i>Lap</i>
BILGE PLATING , No. of Strakes <i>1</i>	<i>60 1/2</i>	<i>50</i>	<i>40</i>	<i>40</i>	<i>Upper edge double riveted in lieu of single</i>					<i>3</i>			
SIDE PLATING , No. of Strakes <i>2</i>	<i>48</i>	<i>48</i>	<i>40</i>	<i>40</i>	✓	<i>Single</i>		<i>3/4</i>	<i>3</i>	<i>3</i>	<i>3/4</i>	<i>2 7/8</i>	
UPPER DECK , Sheer-strake in Wells <i>J</i>	<i>49</i>	<i>48</i>	<i>40</i>	<i>40</i>	✓					<i>3</i>			
UPPER DECK , Sheer-strake in Bridge ...													
STRAKE BELOW Sheer-strake in Wells <i>4</i>		<i>48</i>	<i>40</i>	<i>40</i>	✓								
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING				<i>34</i>	✓	<i>Single</i>		<i>3/4</i>	<i>2 1/2</i>	<i>2</i>	<i>7/8</i>	<i>2 1/4</i>	<i>Lap</i>
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING				<i>34</i>	✓								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—				
Extending to Upper Deck (Sec. 3 c) <i>Seven</i>				
,, Deck next below				
As per Rule <i>Five</i>				

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar				
STEM	<i>Forging</i>	<i>7 1/4 x 1 7/8</i>		✓
STERN FRAME	Propeller Post			
	Rudder	<i>7 1/4 x 2 1/2</i>	<i>Emerson Walker</i>	✓
RUDDER —A x D.....	<i>4 x 2</i>			✓
Speed of Vessel	<i>9 knots</i>			✓
RUDDER mainpiece at head	<i>Forging</i>	<i>9 1/2</i>	<i>Sunduland Forge</i>	✓
,, ,, heel		<i>7 1/4</i>		✓
,, how constructed	<i>Single Plate Keyed Arms</i>			✓
,, double or single plate coupling, vertical or horizontal.....	<i>Horizontal</i>			✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper 'tween decks					
,, <i>Deep Tank</i>	<i>32</i>	<i>9x3x50 BA 25'</i>	<i>none</i>		
,, <i>Holds Wing</i>	<i>30</i>	<i>6x3x36 BA 31 1/2'</i>	<i>none</i>		
,, <i>Oil Bkds</i>	<i>38 to 30</i>	<i>6x3x30 BA 22'</i>	<i>15 Semi Box 13m</i>		
COLLISION (in Hold)	<i>40 to 28</i>	<i>6 1/2 x 3x32 BA 24'</i>	<i>24 Semi Box 13m</i>		
AFTER PEAK	<i>48 to 30</i>	<i>6x3x34 BA 24'</i>	<i>4 Lower Dks</i>		

STEEL.		Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
		<i>D. Colville & Sons plates & bars Siemens open hearth</i>
		Has the Steel been tested as required by the Rules? <i>Yes</i>

EQUIPMENT No.												LETTER "t"		ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, BY 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.				
58772	1st Bower ...	40	1	7	27	2	7	35	18	3	0	42	Kello patent stockless	J. Knight & Co. Ltd.	Lipton 6/4/25 Drysdale	
58773	2nd „ ...	40	2	7	28	2	0	36	2	2	0	42	-	-	- 7/4/25 -	
58774	3rd „ ...	40	1	4	28	0	18	35	18	3	0	35½	-	-	- 7/4/25 -	
	Collective weight.	121	0	18								119½				
58775	Stream	11	0	21	2	3	7	13	0	0	0	11	Rodgers.	J. Knight & Co. Ltd.	Lipton 7/4/25 Drysdale	

CHAIN CABLES

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.	Stat.	Break.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
59593	240 3/8	1 7/8	6350	8800	430-2-17	425-1-0		240	1 7/8	Stud	J. Knight & Co. Ltd.	Lipton 19/3/25 Drysdale	TOWLINE	100	4	33	100	4
													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
														90	2 1/2	12 1/2	90	2 1/2
Iron Stream Chain or Steel Wire	75	4 3/4	35					75	4 3/4	4 1/2	Hiro Taro & Co. Ltd.	Makers Certificate examined						

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) 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 letters, and in general conformity with the Rules, and the workmanship and materials 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 pumps and hand pumps have been tested under working conditions and found good. The freeboard has been verified and cut in on the vessel's sides.

Five forging and casting reports together with eight approved plans are enclosed herewith the remainder of the approved plans are in the London Office

sister vessel to Nos 699-700 & 701 "Inverlago", "Inverrosa" & "Invercaigo" FE Reports 9316, 9334 & 9363

The amount of Entry Fee £ 6 : 0 : 0
 Special Survey Fee.... £290 : 8 : 0
 Freeboard Fee 7 : 0 : 0
 Travelling Expenses, if any £

Fees applied for,

3-7-1925

Received by me,

29-7-25

I am of opinion the Vessel should be Classed 100 A1 with freeboard
 for service in the Gulf of Maracaibo amongst the West Indian Islands
 and in the Gulf of Mexico

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

Signature

S. O. Kendall.

Surveyor to Lloyd's Register of Shipping.

H.M. Certificate sent to Belfast

This Office

Date of issue

30/7/25

Committee's Minute

TUES, 21 JUL 1925

Character assigned

100 A1

with freeboard
 Carriage petrol in bulk

Lloyd's A.S.P.

Mh

+ L.M.B. 7.25 C.L.
 Lined for oil fuel 7.25
 F.P. above 150°F.



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Lloyd's Register Foundation

0237 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.)

Repairs due to damage through collision with S.S. Manchester in Belfast Harbour when returning from trial trip on 30th June 1925. special damage report not required at present.

On Starboard quarter One plate in Poop Side faired in place at knuckle and adjacent plate in strake below faired in place and seam rivets cut out and re-riveted for two frame spaces.

One frame bar (No 2) cropped in Poop and removed faired and replaced with efficient butt straps fitted where cut.

One plate in Starboard Deckhouse on Poop cropped and renewed for 12 feet.

Six stiffening angles faired in place.

3 sidelights removed and refitted.

S.O. Kendall

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

1st Bower 25-3-4 WM. No 5948 30th Jan'y 1925
2nd „ 26-2-24 WM No 5967 26th Feb'y 1925
3rd „ 26-1-6 WM No 5946 15th Jan'y 1925

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 66.6 ft., Longitudinal Trunk 204 ft., Forecastle 34 1/4 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Plk (stl) 7 Plks.

Official No. 148628 ; Signal Letters

Is bottom of Vessel coated with cement. Yes in places not given

particulars of composition Bituminous in E & B. Space Cement in Peaks & Ballast Tanks, Paint in Pump Room & Buoyancy Space nothing in way of cargo tanks & 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, wing tanks	38'	356
Double bottom, if under Boilers only,			Deep tank, forward, wing tanks	40'	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. 753

Date 27th October 1924

Dates of Surveys held while building

1924 Oct 17-21-30. Nov 20-24-25 Dec 3-11-13-18 1925 Jan 30 Feb 10-20-26 Mar 29-18-24
Apr 1-15-22-25-28-30 May 1-5-7-9-11-13-22-26 June 4-12-16-22-26-29-30 July 1-2-4-9

Total No. of Visits 43