

DISCLOSED
SECTION
No. 785

STEEL STEAMER or MOTORSHIP.

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SECTION
No. 785

Received at London Office

28 JAN 1925

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

Port of

NEWCASTLE-ON-TYNE

No. 78793

Survey held at *South Shields*

Date First Survey

7th January Last Survey 21st January 1925

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

S.S. "BARALABA"

Machinery Amidships, Single Screw.
"Ex Solskin"

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

Full Scantling

State Type of Erections Prop. R.R. Bldg. & Fde.

TONNAGE under Tonnage Deck... 786.91

CLASS 100 A1

State if with freeboard as condition of Class *No*Built at *Stettin*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 211.20*Launched *✓* Yard No. *✓*

Total 786.91

Breadth (greatest moulded) *B 33.75*Builders *Stettiner Oderwerke*

Gross Tonnage 997.60

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 16.20 U.O. 20.12 R.Q.D.*Owners *Australian Steam Nav. Co.*

Net Tonnage 556.64

1st Longitudinal Number (L x D) *49.9 = 3421.44*Managers
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 10549.44*Residence *Brisbane Australia.*REGISTERED DIMENSIONS.
FEET.Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.*Port of Registry *Glasgow.**211.6*Proportions—Depth to Length—Uppermost continuous deck to top of keel *18.0 U.O. 10.5 R.Q.D.**✓* surveyed while building, afloat, *✓* in dry dock*33.9*Do. Long Bridge to top of keel *9.1**13.15*Draught Moulded *15-1 3/4*

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.
ES, Spacing amidships	23 1/2	✓	Bracket Floors, Frame	✓	
" from 1/2 length to Collision bulkhead	23 1/2	✓	" " Reversed Frame	✓	
" in peaks	23 1/2	✓	" " Vertical Struts	✓	
FRAMING. In way of U.D.	6 3/8 2 3/4 .42	✓	Centre Girder, depth and thickness amidships	42 x .38	✓
Amidships, Angle, <i>E or [</i>	7 1/2 3 .44	✓	" " top Angles <i>Double</i>	3 3 .40	✓
" Extends up to	U + R.Q. Dk	✓	" " bottom Angles <i>Double</i>	3 1/2 3 1/2 .40	✓
rsed Frame Amidships, Angle	B.A. Framing	✓	Side Girders, No. each side and thickness	one .30	✓
" " Extends up to	✓	✓	Margin Plate depth (excl. of flange) and thickness	36 x .34	✓
of Framing Girder	7 1/2 + 6 3/8	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	2 1/4 x 2 1/4 x .30	✓
es in Uppermost Continuous 'tween	7 1/2 x 3 x .44	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	0 0 0	✓
Decks, Angle, <i>E or [</i>	✓	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	.32 every 5'	✓
" Second 'tween Decks, Angle, <i>[or [</i>	✓	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	frame throughout	✓
" Third " " "	✓	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	46 x .35	✓
ng in Peaks, Angle <i>or [</i>	6 3/8 x 2 3/4 x .38	✓	INNER BOTTOM PLATING.		
ter and Spacing of Rivets through Shell Plating	3/4 4 3/4	✓	Breadth and thickness of Middle Line Strake	34 3/4 x .36	✓
Frame Joggled	No	✓	Thickness of remainder in Holds	.32.	✓
ARRANGEMENTS (Sec. 7), state system and particulars	Reverse Bars 4 1/2 x 3 1/2 x .36 on 8 Frames aft of Col. 2 B.H.S. & one additional Side Stringer.	✓	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?	Yes	✓
THENING OF BOTTOM FOR.	Double Frames on Bottom for 4 3/4 L. and one additional Side Girder, Half height.	✓	BEAMS.		
D. State Particulars			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or [</i>	6 3/8 x 2 3/4 x .38	11" B.H.S. at Hatch Ends.
BOTTOM.			" " in way of Bridge, Angle, <i>E or [</i>	5 1/2 x 2 1/2 x .34	
Depth and thickness at mid-line in Holds			Spacing	Every Frame	✓
Height of Brackets at side above base line at toe of frame			R.Q.		
Line Keelson, on Floors, Angles, <i>[or [</i>			Second Deck, amidships, Angle, <i>E or [</i>	6 3/8 x 2 3/4 x .38	11" B.H.S. at Hatch Ends.
" " Through Plate or Intercoastal Plate			Spacing	Every Frame	✓
" " Foundation Plate on Floors			R.Q.		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>E or [</i>	5 1/2 x 2 1/2 x .34	✓
sons, No. each side			Spacing	Every Frame	✓
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, <i>[or [</i>	✓	✓
" Angles			Spacing	✓	✓
BOTTOM.			Poop Deck, Angle, <i>E or [</i>	5 1/4 x 2 1/2 x .32	✓
ors, thickness and spacing	.30 Every Frame	✓	Spacing	Every Frame	✓
Are Frame and Reversed Frame joggled?	Yes.	✓	Bridge Deck, Angle, <i>E or [</i>	5 1/4 x 2 1/2 x .34	✓
Floors, breadth and thickness at middle line	✓		Spacing	Every Frame	✓
" breadth and thickness at margin plate	✓		Forecastle Deck, Angle, <i>E or [</i>	5 1/4 x 2 1/2 x .34	✓
			Spacing	Every Frame	✓

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PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....	One.	/	
<i>Bridge.</i>			
in between Decks, Size and Spacing.....	2 1/2 dia. all frames.	/	
" " " " " "			
in Holds	Built Hatch Ends 4' 1-4 1/2 dia. P & S abreast	/	
" " " " " "	No 2 & 3 Hatches.	/	
Centre Line Bulkhead.			
Stiffeners and Spacing.....	5/4 x 2 1/2 x 3/4	/	
Plating, thickness of21	/	
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	61 x .42	/	
" " " " " in way of Bridge	34 x .26	/	
" Angle in Wells	3 1/2 x 3 1/2 x .44	/	
Thickness of Plating abreast Deck openings in way of Wells40	/	
Thickness of Plating abreast Deck openings in way of Bridge26	/	
If Sheathed, material and thickness	✓		
R. Q.			
Second Deck.			
Stringer Plate, breadth and thickness in Wells...	42 x .38	/	
Stringer Plate, breadth and thickness in way of Bridge	✓		
Thickness of Plating abreast Deck openings in way of Bridge	✓		
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.....	One Side Stringer in Forehold.		
Fourth Deck.			
Stringer Plate, breadth and thickness.....	✓		
If Plated, state thickness			
Poop Deck.			
Stringer Plate, breadth and thickness	40 x .26	/	
Plating, Sheathing, material and thickness26. 2 1/2" P. Plate accomm.		
Bridge Deck.			
Stringer Plate, breadth and thickness.....	29 1/4 x .34	/	
Plating, Sheathing, material and thickness24	/	
Forecastle Deck.			
Stringer Plate, breadth and thickness.....	36 x .30	/	
Plating, Sheathing, material and thickness	30. 2 1/2" P. Plate accomm.		

SCANTINGS.				AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		EDGES. State if Joggled? <i>No</i>		RIVETING.				
STRAKES.	AMIDSHIPS.		FOREWARD.		AFT.			SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to center.		Diam.	Spacing or to center.	
	Inches.	Inches.	Inches.	Inches.					Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	36 ³ / ₄	.68	.50	.50				Double.	7/8	7	3R	7/8	3	Strapped
" DBLG. (if any)	✓							✓						
BOTTOM PLATING, No. of Strakes	2@	.44	.36	.36				Double	3/4	7	3R	3/4	2 7/8	Lapped
BILGE PLATING, No. of Strakes	1@	.44	.66	.36				Do	"	"	3R	"	"	"
SIDE PLATING, No. of Strakes	1@	.46	.66	.38				Do	"	"	3R	"	"	"
UPPER DECK, Sheer-strake in Wells	6 36 ³ / ₄	.60	.66	-							4R	7/8	3 1/8	"
		increased at Bridge Front												
UPPER DECK, Sheer-strake in Bridge ...	G	.44	-	-				Double	3/4	7	3R	3/4	2 7/8	"
STRAKE BELOW Sheer-strake in Wells	F	.56	.66	.36				Treble	7/8	5	3R	7/8	3 1/8	"
STRAKE BELOW Sheer-strake in Bridge ...	F	.44	✓	✓				Double	3/4	7	3R	3/4	2 5/8	"
R. & A. Sheer		increased at Bridge end 28												
POOP SIDE PLATING								Single	7/8	9	2R	7/8	2 1/4	"
BRIDGE SIDE PLATING44	✓	✓				Double	3/4	7	2R	3/4	2 5/8	"
		increased at Bridge Front												
FORECASTLE SIDE PLATING		✓	.30	✓				Single	7/8	9-11	2R	7/8	2 1/4	"

Total No. of W.T. BULKHEADS in Vessel—
 Extending to Upper Deck (Sec. 3 c) 44
 " " Deck next below ✓
 As per Rule 44

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat plate Keel.</i>		
STEM		<i>7 1/8 x 2 3/8</i>		
STERN FRAME {	Propeller Post	<i>Casting 8 x 5 1/2</i>		
	Rudder „	<i>7 1/2 x 5 1/2</i>		
RUDDER—A x B.		<i>163.51</i>		
Speed of Vessel		<i>Under 10 Knots</i>		
RUDDER mainpiece at head ...		<i>7</i>		
„ „ heel ...		<i>5 1/4</i>		
„ how constructed		<i>Forged & Built</i>		
„ double or single plate		<i>90</i>		
„ coupling, vertical or				
„ horizontal		<i>Horizontal.</i>		

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) ✓ See Secy's letter 6-1-25.

Has the Steel been tested as required by the Rules? ✓

EQUIPMENT No.										Letter <i>m</i>		ANCHORS.		28 JAN 1925				
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.				
			<i>Kg.</i>	<i>lbs.</i>	<i>Kg.</i>	<i>lbs.</i>	<i>Tons.</i>	<i>cwt.</i>	<i>qrs.</i>	<i>lbs.</i>	<i>Cwts.</i>							
8181	1st	Bower	1259	✓	1259	✓	25300				23-1-0	Gruzon approved Tyle.	O. Gruzon	to.	Berlin { Magdeburg 8/30			
8182	2nd	"	1257	✓	0	✓	25300				23-1-0	0	0	0	0			
8180	3rd	"	1244	✓	0	✓	25000				20-1-0				0			
	Collective weight.		3760	✓		✓					66-3-0							
1812	Stream		436	✓	98	✓	9430				6-0-0	Ordinary	Gehr. Huss.		Mannheim 7/20			
1818	Kedge.		216	✓	48	✓	6060											
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.	Stairs.	Break- tens.	Supplied.	Per Rule.	Cwts.	Length.	Diam.					Length.	Cir.	Tons.	Length.	Cir.
30063	191-6 3/4	3 3/4	38710	58200	6040	✓	222-1-17	210	1 7/16	Stud Lic	Duisbergew	Dusseldorf 5/1924	TOWLINE	90	3 3/4	22	90	3 3/4
30064	188-9 3/4	3 3/4	38710	58200	5950	✓				0	Kettunfabrik	0	0	4-90	2 1/2		1-90	2 1/2
													"	1-90	2 3/4		1-90	1 3/4
Stream	Fms	Cir.											"					
Chain	60	3 1/2	-	36	✓	✓		60	3 1/2	9swR			"					
Steel Wire																		
Steering Gear, Steam Fitted. No maker name.										Steering Gear, Hand Fitted.								
Boats 2 Lifeboats 21-0 x 10 Dinghy. Steering Chains, Size and Test 1"										Windlass Fitted. No maker name.								
Ceiling in Holds, thickness and material 2 5/8 Wood.										Cargo Battens, thickness, material and spacing 3 x 7/8 Wood. 10 1/2" space.								
Cargo Hatchways. (Upper Deck) 2 10 x 1 on R. Q. S.										Thickness of Hatches 2 1/2.								
Size of No. 1 Hatchway (Forward) 19'-8" x 13'-10 1/2" No. 2 27'-7 1/2" x 13'-10 1/2" No. 3 29'-4 1/2" x 13'-10 1/2" No. 4 ✓										No. 5 ✓ No. 6 ✓								
Number of Shifting Beams and/or Fore and Afters One to No. 1. 170 to No. 2 + 3. 3 Ft + 40 to No. 1-2 + 3.																		
Builder's Signature ✓																		

This Vessel has been built in accordance ^{with} the plans approved.
The workmanship is good,
The Hachard assigned has been stripped & the freeboard marks cut in on the Vessel's Sides
The Double bottom Tanks & speak tanks have been satisfactorily tested
The painting arrangements, the strengthening of the bottom forward, the strengthening at the ends of the Bridge, & the Pilaring arrangements referred to in the Secretary's letter dated Dec. 3rd 1924 have been examined and are satisfactory.
The anchors are of the approved Gussow type.
The Vessel is strengthened for ice. Angle frames, intermediate between the Main Frames, are fitted throughout, from the Deck to below the Light water line. The steel plating is increased in thickness to .66 at the Stem from about 2'-0" above the Load waterline to about 2'-0" below the Light waterline, this thickness being gradually reduced to the

The amount of Entry Fee £ : :
Special Survey Fee £ 50 : 0 : 0
Travelling Expenses, if any £ : :
Received by me,
from 19/1/25 ✓
£50 on 19/1/25 ✓

We are ~~in~~ of opinion the Vessel should be Classed 100A1

State whether the Vessel has been built under Special Survey No _____ Signature R. Way & Thomas S. Shute
Certificate to be sent to NEWCASTLE-ON-TYNE, Hull & Arch sent to H.M.S. Date of issue 27/1/25
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned
10001
S. S. No. 3-1, 25.
Date of build 1921
Write Over.
Limb 1, 25 O.G.
W

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.)

Midship Thickness.
After rivets removed from the shell plating. Rivets & counterboring examined & found satisfactory.
The inner surface of bottom plating carefully inspected & found in good order.
Section 48 of the Rules complied with.

Plans herewith
Midship Section
General Arrangement

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 16.2 ft., R.Q.D. 52.8 ft., Bridge 54.8 ft., Forecastle 22.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. The Raised Quarter Deck is joined to the Poop at Bridge.

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) One 6K. Steel. Well 6K.

Official No. 147947; Signal Letters

If bottom of Vessel has been coated Inside Yes

particulars of composition Bitumastic Solution, Cement on Bottom in Fresh Water Tank & on Tank Top under Boilers & Bitumastic, 4.28 tons, 2 feet =

PARTICULARS OF WATER BALLAST.—

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	55	103.8	Fore peak tank,	✓	50
Double bottom, under Engines and Boilers,	✓		After peak tank,	✓	31
Double bottom, if under Engines only,	19.5	46.6	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	✓
Double bottom, forward,	92	190.0	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		340.4	(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.

Date

Dates of Surveys

1924
Jan. 7. 8. 9. 10. 12. 13. 14. 15. 16. 17. 19. 21.



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