

D. G. Bottom

COPY.

LLOYD'S REGISTER OF SHIPPING.

HAVANA . CUBA.

October 28th; 1926

THIS IS TO CERTIFY that

T.F. HOLMES

the undersigned Surveyor to this Society did at the request of the Master of the S.S. "BARCELONA" of Barcelona, go on board that vessel to inspect damage said to have been caused during a cyclone.

On October 20th; during the course of a cyclone, the vessel was blown with great force onto lighters which were against a concrete pier, and when in this position another vessel crashed into her. A crane barge and other craft were sunk along her starboard side. The after holds were flooded by water entering through open seams, and vessel apparently rested on sunken wreckage. Holes in the port side were plugged, vessel pumped out and floated.

On the port side in way of the hold abaft the engine room bulkhead, the plates have been forced inboard the whole length of the hold, rivets broken and plates forced apart; all frames, beam ends, stringer plate, angles etc; badly damaged. Engine room bulkhead damaged and eight frames in engine room set inboard. The collision on the starboard quarter has forced inboard and broken two strakes of plating for a length of thirty feet, several frames, beam ends etc; broken, poop deck forced up, steering chain lead broken, tiller path on deck forced up causing rudder shaft to bind, water way, deck planking, awning stanchions and other fittings damaged. Main mast broken a few feet above the cross-tree, stokehold ventilator broken, port bulwark door opposite No 1 hatch damaged, teeth broken in windlass gear wheel, and small damages in and around the poop quarters.

I recommend that the following repairs be made:-

1. Build up by welding two broken teeth in windlass gear wheel.
2. No 1 hatch port bulwark door, out adrift, fair plates and angles, rerivet, repair stanchions, and angle bull rail.
3. Repair base of stokehold ventilator and turning gear.
4. Renew about twenty five feet of steel section of main mast, make and fit new wood pole mast, repair mast head light, replace and set up mast stays and guys.

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5. Repair one wooden door leading to second class passengers cabins.

6. Starboard quarter plating;renew two plates 32 by 6 feet each, one plate off,fair and replace;renew 14 frames with lengths of 16 feet new section;well secured by butts,and with joins staggered;renew about 30 feet of deck stringer plate and angle, renew 14 gusset plates of beam ends, renew 18 feet of hand rail, two stanchions, 25 feet of wood top rail, 200 square feet of deck planking, broken housing for steering chain lead, 5 side port sights complete, 2 wc's, cement and tiling where broken, two deck pillars, 4 awning stanchions. When deck is in its proper position, try rudder for free working.

7. Port side plating:- numbers start at stem.

B strake, plate #9 fair in place.

10 off and fair.

11 renew

12 renew

13 renew

C " " 11 renew

12 renew

13 renew

D " " 10 fair in place

11 fair in place

12 fair in place.

E " " 3 fair in place.

29 frames and reverse frames to renew 20 feet from main deck, joins strongly made and to be staggered; 29 beam ends to straighten and fit gusset plates; 64 feet of stringer plate and angle, cut adrift fair and rivet; renew about 30 square feet of plating on engine room bulkhead, fair other section in place; cut adrift and fair 8 frames and reverse frames in engine room. All work to be done in a thorough manner, rivets well set up and all landing edges caulked, the whole to be hose tested.

8. Diver to examine under water all parts of hull, especially stern frame, rudder and propeller.

S. G. Holmes

SURVEYOR.



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