

STEEL STEAMER or MOTORSHIP.

Received at London Office

26 MAY 1931

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel YesDate of completion of report 19/5/31Port of GothenburgNo. 8324Survey held at GothenburgDate First Survey 12th Aug. 1930Last Survey 13th May

1931

On the Twin Screw Motor Ship "BARFONN"Machinery aff.State Type Free Scantling, Complete Superstructure with or without Tonnage Openings

Carrying Petroleum in Bulk

State Type of Erections Poop, Bridge &c.

TONNAGE under Tonnage Deck

8995.45CLASS + 100 A.1.State if with freeboard as condition of Class No.Built at Gothenburg

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

8995.45

Gross Tonnage

9739.16

Register Tonnage

6034.51

REGISTERED DIMENSIONS.

FEET.

Length

475.6

Breadth

64.2

Depth

37.8

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

L 474.0

Breadth (greatest moulded)

B 64.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 37.251st Longitudinal Number (L x D) (metric 1640)= 176562nd Numeral L x (B + D) (metric 4458)= 47992

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

✓

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

12.72

Do. Long Bridge to top of keel

✓

Draught Moulded

27'-4"Launched 31st Jan. 1931 Yard No. 443Builders A.B. KötavikenOwners Skibsaktieselsk. BarfonnManagers Signal Bergesen

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

Residence StavangerPort of Registry Stavanger

If surveyed while building, afloat, or in dry dock

Building afloat + in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. m.m.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. m.m.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	825	✓	Bracket Floors, Frame	✓	
" " from $\frac{3}{8}$ length to Collision bulkhead	675	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
FRAME FRAMING.			Centre Girder, depth and thickness amidships	2000 x 12	✓
Frame Amidships, Angle, E or C	250 90 12	✓	" " top Angles	double 90 90 13	✓
" " Extends up to	Upper Dk.	✓	" " bottom Angles	double 130 130 15	✓
Bottom. Bulb			Side Girders, No. each side and thickness	2 @ 15	✓
Reversed Frame Amidships, Angle	280 90 12	✓	Margin Plate depth (excl. of flange) and thickness	14 T.T. flush	✓
" " Extends up to	Long Bulkhead	✓	" " Vertical Angle to Tank side		
Depth of Framing Girder	250 x 280	✓	" " Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	✓		" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, E or C	✓		" " Bracket forward $\frac{1}{4}$ len. from stem		
" " Third " " "	✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle, E or C	230 90 12.5	✓	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 @ 135 25 @ 150	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	See plan	
State if Frame Joggled	✓		INNER BOTTOM PLATING, in Motor Room		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep framing + struts as per approved plan	✓	Breadth and thickness of Middle Line Strake	2980 x 14	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	90 90 12 back bar in 1st hold + deep tank. Extra girders + increased shell	✓	Thickness of remainder in Holds	14	✓
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	Yes	✓
Floors, Depth and thickness at mid-line in Holds	✓		BEAMS.		
Height of Brackets at side above base line at toe of frame	✓		Uppermost Continuous Deck, amidships in Wells, Angle, E or C	200 90 10.5	✓
Middle Line Keelson, on Floors, Angles, E or C	✓		" " in way of Bridge, Angle, E or C	230 90 11	✓
" " Through Plate or Intercoastal Plate	1600 x 14	app 12.5 ✓	Spacing	825	✓
" " Top Bulb Angle	250 90 11	double ✓	Second Deck, amidships, Angle, E or C		
" " Foundation Plate on Floors	150 150 13	double ✓	Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or C		
Side Keelsons, No. each side	one in centre tank one in side tank	✓	Spacing		
" " depth & thickness of Intercoastal Plate	1600 x 12.5	✓	Fourth Deck, amidships, Angle, E or C		
" " Top Bulb Angles	280 90 12.5	single ✓	Spacing		
" " Angles to Shell	150 150 13	app 12.5 ✓	Poop Deck, Angle, E or C	230 90 12.5	✓
DOUBLE BOTTOM, in Motor Room.			Spacing	230 90 11	✓
Solid Floors, thickness and spacing	11 @ 825	✓	200 75 10	825 x 610	✓
" " Are Frame and Reversed Frame joggled?	Frames only	✓	Bridge Deck, Angle, E or C	200 75 9.5	✓
Bracket Floors, breadth and thickness at middle line	✓		Spacing	1030	✓
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, E or C	200 75 10	✓
			Spacing	675 x 610	✓

PILLARS AND DECKS.

INCHES IN SHIP. M.M.			Any Departure from Approved Plans to be Noted.		
PILLARS, No. of Rows.....					
" in 'tween Decks, Size and Spacing.....					
" " " " "					
" in Holds " "					
2 "Longitudinal" " " "					
Centre-Line Bulkheads					
Stiffeners and Spacing..... <i>Channels</i>			240 x 9.5 x 85 x 13 /		
Plating, thickness of			11, 10, 13.5 /		
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells			2375 x 23.0 app. 21.5 /		
" " " " in way of Bridge			✓		
" Angle in Wells			160 160 21 /		
Thickness of Plating abreast Deck openings } in way of Wells			20 /		
Thickness of Plating abreast Deck openings } in way of Bridge			" /		
Thickness of Plating within line of openings...			12 /		
If Sheathed, material and thickness			✓		
<i>Horizontal girders in Wing Tanks</i>					
Second Deck.					
Stringer Plate, breadth and thickness in Wells...			1300 x 11.5 /		
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					
Thickness of Plating within line of openings...					
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			9.5 /		
Plating, Sheathing, material and thickness ...			6.5, 2 1/2" of /		
Bridge Deck.					
Stringer Plate, breadth and thickness.....			2300 x 10 /		
Plating, Sheathing, material and thickness ...			8 exp'd, 7 sheathes / 2 1/2" S.P.		
Forecastle Deck.					
Stringer Plate, breadth and thickness.....			9.5		
Plating, Sheathing, material and thickness ...			9.0 none		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAIPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	<i>inches. nfm</i>	<i>inches. nfm</i>	<i>inches. nfm</i>	<i>inches. nfm</i>			<i>inches. nfm.</i>	<i>inches. nfm.</i>		<i>inches. nfm</i>	<i>inches. nfm</i>		
FLAT PLATE KEEL	2380	28	19	19	<i>app 26.5</i>	<i>double</i>	25	90.6	3	28	120	<i>double strap</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes3.....)		18.5	18.5-15	14-17.5		<i>double</i>	22	90.6	3	22	100	<i>double strap</i>	
BILGE PLATING, No. of Strakes)		18.5	15	„		„	„	„	„	„	„	„	
SIDE PLATING, No. of Strakes3.....)		17.5	12.5+13	12.5+17.5		„	„	80.6 <i>in lower edges</i>	4	„	90	<i>overlaps</i>	
UPPER DECK, Sheer-strake in Wells.....)	1980	26.0	12.5	12.5	<i>app 190.5 x 24.5</i>	„	25	90.6	3	25	100	<i>double strap</i>	
UPPER DECK, Sheer-strake in Bridge ...)													
STRAKE BELOW Sheer-strake in Wells.....)	1840	22.5	12.5	12.5		<i>double</i>	25	90.6	3	25	100	<i>double strap</i>	
STRAKE BELOW Sheer-strake in Bridge ...)													
POOP SIDE PLATING				10.5		<i>single</i>	22	90	<i>double</i>	22	80	<i>overlaps</i>	
BRIDGE SIDE PLATING ...		12.5				„	„	„	3	„	„	„	
FOREC'TLE SIDE PLATING			11.0			„	„	„	<i>double</i>	„	„	„	

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings. <i>in. in.</i>	Spacing.	Scantlings. <i>in. in.</i>	Spacing.
MIDSHIP BULKH'D, Upper tween decks						
"	" Second "					
"	" Third "					
"	" Holds					
COLLISION	" (in Hold)					
AFTER PEAK	" "					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat plate keel</i>		
STEM		<i>Roller Bar 280 x 70</i>	<i>Wittkowski Bergbau und Eisenhütten.</i>	
STERN FRAME {	Propeller Post	<i>Casting</i>	<i>See plan</i>	<i>A.B. Lindholm - Motala</i>
	Rudder ..			
RUDDER—A x D		<i>Semi-balanced rudder</i>		
Speed of Vessel	<i>Toniz</i>	<i>11.5 knots</i>		
RUDDER mainpiece at head ...		<i>354</i>	<i>A.B. Lindholm - Motala</i>	
" " heel ...		<i>265</i>		
" how constructed		<i>Built, Arms Shunk & Keyed on</i>		
" double or single plate		<i>Single</i>		
" coupling, vertical or		<i>Horizontal</i>		
" horizontal				

STEEL.

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

Vereingte Stahlwerke, Wolkowitzer Bergbau & Eisenhütten Gesellschaft in Wolkowitz.

Has the Steel been tested as required by the Rules? *Yes.*

D OR
D.

Iron Stream
Chain or
Steel Wire

Steering Gear, Hand *none*Steering Chains, Size and Test..... *no chains*

Windlass Steam by Schaffe 340-390

Cargo Battens, thickness, material and spacing 2" Swedish Pine, 9' apart

Thickness of Hatches

No. 2

No. 3

No. 4

No. 5

No. 6

Number of **Shifting Beams** and/or **Fore** and **Afters**

Builder's Signature

AKTIEBOLAGET GÖTAVERKEN

Luist. Nedus

The materials & workmanship are good. The vessel has been built in accordance with the approved plans and instructions, the Secretary's letters and in conformity with the Rules for the class contemplated.

The vessel is constructed to carry petroleum in bulk, and oil fuel in the double bottom under machinery, in the oil fuel bunkers situated at each side at the forward end of the machinery space, in the forward deep tank & in the aft Peak. The flash point of the oil fuel is above 150°F. The port oil fuel bunker is arranged for heavy oil for the boilers if desired. The boilers are oil fired. The tanks, cofferdams, pump room, bulkheads & decks have been tested in accordance with the requirements of the Rules.

The freeboards have been marked on the vessels sides by the Norske Veritas Surveyor

Fees applied for,

21st Jan 1931

Received by me,

3. 6-31 19

Yes

I am of opinion the Vessel should be Classed + 100. A. 1.

Carrying Petroleum in bulk
subject to 15 fathoms of cable being placed on board
(see back of report)

Signature _____

Geo. Lockster. G. Hjernqvist.
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Nottingham Office Date of issue 9/10/31

11/11/11

Committee's Minute, FRI. 29 MAY 1931

Character assigned + (OOA) subject

Carryg Petrol in Bulk

+ L. inc. 531 C.L.

Lloyd's A. & Co.

Oil Eng. 2 D.B. 180 lb.

My

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Lloyd's Register
Foundation

W1123-0245²_{.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 vessel is similar to the same builders yard Nos 432 + 437, M.S. Velma (Sath. Rep. No 8030) and M.S. G.C. Brorvig (Sath. Rep. No. 8090)

The following plans are now forwarded:-

Midship Section
Longitudinal Section
Shell Expansion
Shaft brackets
Boss Castings
After Peak + Engine Room
Fore Peak + Deep Tank
Double Bottom + Engine Sides
Oil fuel bunkers.
Pump Room
Bridge Sides
Steamframe + rudder

Also midship Section + Profile + Decks as built
and forging + casting reports, and plan of tiller

The following freeboard have been assigned by the Norwegian Veritas
+ have been marked on the vessels sides.

Summer fbs to centre of disc. = 9'-11 1/2"

Indian Summer

7' above

Fresh water

7' above

Winter

6 1/2' below

B.S.

at centre of disc.

From Statutory deck line
at level of top of superstructure

Note. During the official trials 16 1/2 fms of chain cable + one lower anchor were lost. A new lower anchor has been placed on board as per this report and 15 fms. of cable will be placed on board at New York probably next month. To avoid having a "subject clause" on the First Entry Certificate the Owners would prefer that the certificate is not issued until the cable is placed on board.

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

1st Bower 55.1.1; M.B.; 8734; 25/9/30.
2nd " 50.3.23; M.B.; 8670; 25/9/30.
3rd " 53.1.12; M.B.; 8731; 25/9/30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103.08 ft., R.Q.D. ✓ ft., Bridge 35.2 ft., Forecastle 39.0 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 dk. (sl.)

Official No. ; Signal Letters L.J.T.K. Is bottom of Vessel coated with cement part if not give particulars of composition 7.5. DB Tank + forepeak Cement.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	*Water Capacity. Tons.	Where Fitted.	*Length. Feet.	*Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, w.b.	25.0	196
Double bottom, under Engines and Boilers,			After peak tank, OF = 273 or w.b.	30.0	310
Double bottom, if under Engines only, EN=101; L.O.=27; OF=150	70.5	304	Deep tanks aft, OF = 541	21.6	615
Double bottom, if under Boilers only,			Deep tank, forward, OF = 549	33.0	622
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.

Total length of DB = 70.5 ft.

Order for Special Survey No. 182

Date 25th November, 1931

Dates of Surveys held while building

1930
Aug 12/15 Sept 2.5.9.19.22.25.26.26.27.27 Oct 8.11.13.18.23 Nov 5.5.13.17.19.20.21.27.27.28.29
1931
Dec 1.1.2.2.4.8.10.11.13.15.15.17.17.18.18.19.22.23.27 Jan 2.7.8.8.10.12.13.13.13.14.15.16.17.20.21.21.23.23
27.27.28.28.30.31 Feb 17.18.24.27.27 March 9.10.12.12.20.27.27.30.31 April 2.7.14.16.17.17.21.23.23.23
24.24.25.25.26.26.27.27.28.28.29.29.30.30 May 5.5.6.6.8.11.11.12.12.13

Total No. of Visits 120