

STEEL STEAMER or MOTORSHIP.

Received at London Office 23 OCT 1929

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 *16th October 1929.* Port of *Grunock.*No. *19106*Survey held at *Grunock*Date First Survey *31st January 1929*Last Survey *14th October**1929*

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

Sing. Sc. "BARRWHIN"

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

*Complete S.S. with tonnage opening aft.*State Type of Erections *Sole on shelter etc.*

TONNAGE under

Tonnage Deck...

*4605.37*CLASS *100 A1.*

State if with freeboard

as condition of Class

*YES.*Built at *Grunock*

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 404*Launched *5th Sept. 1929.* Yard No. *417.*

Total

4605.37

Breadth (greatest moulded)

*B 55.5*Builders *The Grunock Dockyard C.L.*

Gross Tonnage

4998.21

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

*D 25.83*Owners *Barr Shipping C.L.*

Register Tonnage

2970.40

1st Longitudinal Number (L x D)

*= 14476*Managers *Barr, Cambie & C.L.*
(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D)

= 36898

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

*23.64*Residence *Glasgow.*

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

*10.97*Port of Registry *Glasgow.*

If surveyed while building, afloat, & 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.
AMES, Spacing amidships	31	✓	Bracket Floors, Frame	7 3/4	✓
" " from 3/4 length to Collision bulkhead	27	✓	" " Reversed Frame	7 3/4	✓
" " in peaks	24	✓	" " Vertical Struts { INNER 5 7 3/4 3/4 OUTER 11 3/4 3/4 3/4	✓	✓
DE FRAMING.			Centre Girder, depth and thickness amidships	42 1/2	✓
Frame Amidships, Angle, E or F	12 3/4	✓	" " top Angles	2 1/2 3/4	✓
" " Extends up to	2 nd OK.	✓	" " bottom Angles	4 4	✓
Reversed Frame Amidships, Angle	✓	✓	Side Girders, No. each side and thickness	ONE	✓
" " Extends up to	✓	✓	Margin Plate depth (excl. of flange) and thickness	39	✓
Depth of Framing Girder	✓	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	5 5	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6 3/4	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	5 5	✓
" " Second 'tween Decks, Angle, E or F	✓	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	EVERY FRAME. 3 1/2 3/4 1/4	✓
" " Third " " " "	✓	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem	EVERY FRAME. 3 1/2 3/4 1/4	✓
Framing in Peaks, Angle on	7 3/4	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	8 1/4	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 @ 6 1/2 dia.	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	YES.	✓	Breadth and thickness of Middle Line Strake	8 1/4	✓
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMING, 4 SIDE STRINGERS AS PER APPROVED PLAN.	✓	Thickness of remainder in Holds	✓	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	FRAMES 5 1/2 x 1/4 1/4 ADDITIONAL INTER 1/4 1/4 3 STRAKES PLATING INCREASED AS APPROVED.	✓	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.	✓
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓	✓	Uppermost Continuous Deck, amidships in Walls, Angle, E or F	10 3/4 x 1/4 N.B.S.	✓
Height of Brackets at side above base line at toe of frame	✓	✓	" " in way of Bridge, Angle, E or F	8 1/4 x 1/4 N.B.S.	✓
Middle Line Keelson, on Floors, Angles, E or F	✓	✓	Spacing	EVERY FRAME.	✓
" " Through Plate or Intercoastal Plate	✓	✓	Second Deck, amidships, Angle, E or F	11 3/4 x 1/4 N.B.S.	✓
" " Foundation Plate on Floors	✓	✓	Spacing	EVERY FRAME.	✓
" " Flat Plate Keel Angles	✓	✓	Third Deck, amidships, Angle, E or F	✓	✓
Side Keelsons, No. each side	✓	✓	Spacing	✓	✓
" thickness of Intercoastal Plate	✓	✓	Fourth Deck, amidships, Angle, E or F	✓	✓
" Angles	✓	✓	Spacing	✓	✓
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	✓	✓
Solid Floors, thickness and spacing	1 1/2 @ 93	✓	Spacing	✓	✓
" " Are Frame and Reversed Frame joggled?	CUT AT HANDS.	✓	Bridge Deck, Angle, E or F	✓	✓
Bracket Floors, breadth and thickness at middle line	39 1/2	✓	Spacing	✓	✓
" " breadth and thickness at margin plate	32	✓	Forecastle Deck, Angle, E or F	10 3/4 x 1/4 N.B.S.	✓
			Spacing	ALL FRAMES.	✓

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
POOP									
in 'tween Decks, Size and Spacing.....	28	11	5 1/2	✓	✓	5 3/4	11	✓	✓
FOUR									
in Holds	2 1/2			✓	✓				✓
Centre Line Bulkhead.									
Stiffeners and Spacing	IN HOLDS.....	5	11	5 1/2	✓				
	IN TW. DECK. MID.	5	3	3 1/2	✓				
Plating, thickness of	IN HOLDS.....			30	✓				
	IN TW. DECK.			26	✓				
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	60 1/2			58	✓	58 1/2	58		✓
	in way of Bridge				✓				
Angle in Wells	6	6		58	✓				
Thickness of Plating abreast Deck openings in way of Wells				54	✓				
Thickness of Plating abreast Deck openings in way of Bridge				52	✓				
Thickness of Plating within line of openings				38	✓				
If Sheathed, material and thickness					✓				
Second Deck.									
Stringer Plate, breadth and thickness in Wells	53 1/2			40	✓	47 1/2	40		✓
Stringer Plate, breadth and thickness in way of Bridge									
Third Deck.									
Stringer Plate, breadth and thickness					✓				
If Plated, state thickness					✓				
Fourth Deck.									
Stringer Plate, breadth and thickness					✓				
If Plated, state thickness					✓				
Poof Deck.									
Stringer Plate, breadth and thickness					✓				
Plating, Sheathing, material and thickness					✓				
Bridge Deck.									
Stringer Plate, breadth and thickness					✓				
Plating, Sheathing, material and thickness					✓				
Forecastle Deck.									
Stringer Plate, breadth and thickness							38		✓
Plating, Sheathing, material and thickness							38		✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO</i>	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>51 1/2</i>	<i>77</i>	<i>67</i>	<i>67</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/4</i>	<i>1-3</i>	<i>1</i>	<i>4</i>	<i>LAPPED.</i>	
DECK (if any)													
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>59</i>	<i>49</i>	<i>50</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/4</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
BILGE PLATING, No. of Strakes <i>1</i>		<i>59</i>	<i>49</i>	<i>51</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>4</i>		<i>59</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells	<i>62 1/2</i>	<i>64</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>1-3</i>	<i>"</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...													
STRAKE BELOW Sheer-strake in Wells	<i>50 1/2</i>	<i>64</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING				<i>42</i>		<i>SINGLE</i>	<i>7/8</i>	<i>3</i>	<i>1</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED.</i>	

WATERTIGHT BULKHEADS.

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

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, 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	FLAT PLATE.			
STEM	ROLLED.	9 1/2" x 1 1/2"		
STERN FRAME	Propeller Post	CAST STEEL	13 1/2" x 7 1/2" x 6 1/2"	STEEL C.
	Rudder	"	9 x 7 1/2"	OF SCOT.
RUDDER—A x D			196	
Speed of Vessel			10 KNOTS.	
RUDDER mainpiece at head	FORGING	10" DIA.	PORTLAND	
" " heel	"	7 1/2"	FORGE	
" how constructed	FORGED & BUILT.		C. L.	
" double or single plate			1-02	
" coupling, vertical or horizontal			HORIZONTAL.	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH.
	THE STEEL COMPANY OF SCOTLAND L ^d , DAVID COLVILLE & SONS L ^d , JAMES DUNLOP & CO. L ^d , CONSETT IRON & STEWARTS & LLOYDS L ^d , SKINNINGROVE IRON WORKS, CLEVELAND STEEL WORKS.	
	Has the Steel been tested as required by the Rules?	YES.

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EQUIPMENT No. 28064												LETTER a†		ANCHORS.		
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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.					
89949	1st Bower ...	69	3	18	STOCKLESS			53	15	0	0	68 ✓	HALLS.	N. HINGLEY.	NETH. 9.5.28 GREEN.	
91014	2nd „ ...	66	2	25				51	19	1	14	68 ✓	“	“	“ 8.8.29 “	
91015	3rd „ ...	58	2	0				47	10	0	0	58½ ✓	“	“	“ “ “	
	Collective weight.	195	0	15	✓							194½				
91032	Stream	19	0	22½	✓	5	0	17	20	1	3	14	19 ✓	ORDINARY.	“	“ 15.8.29 “

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.	Statutory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
85548	135	2½	96½	134½	362.3.0	720½	270	2½	STOP LINK.	N. HINGLEY.	NETH. 2.8.29 GREEN.	TOWLINE...	120	5½	80	120	5½	
85552	135	"	"	"	362.2.3				"	"	"	HAWSERS & WARPS }	4e 90	8	MANILA	2e 90	8	
	270	✓			725.1.3													
		Cir.		✓				Cir.				"	2e 90	7½	"	2e 90	7	
Stream Chain - Steel Wire)	90	5		73			90	5	G.S.E.H. ½H.			"	2e 90	4	33.		✓	
												"	4e 90	5½	26		✓	

Steering Gear, Steam DIRECT, BY MACGREGOR'S PORTABLE ENG. W. No. 1 Steering Gear, Hand BY BLOCKS & TACKLE TO WINCH.

Boats 2 LIFE 28'0", 2 LIFE 18'0" Steering Chains, Size and Test TELE MOTOR CONTROL. Windlass STEAM BY EMERSON WALKER.

Ceiling in Holds, thickness and material 2½" W.P. OVER LIMBERS ONLY. Cargo Battens, thickness, material and spacing 2" W.P. IN HOLDS 9" APART.

Cargo Hatchways.-(Upper Deck) FORMED OF STEEL PLATES & ANGLES. Thickness of Hatches 3" W.P.

Size of No. 1 Hatchway (Forward) 29'3" x 24' No. 2 33'7" x 24' No. 3 23'7" x 24' No. 4 33'7" x 24' No. 5 31'0" x 24' No. 6 5'2" x 24' TONNAGE OPEN.

Number of Shifting Beams and/or Fore and Afters 5 IN N° 1 & 5, 7 IN N° 2 & 4, 4 IN N° 3.

THE GREENOCK DOCKYARD CO., LTD.

Builder's Signature

DIRECTOR.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel ✓ (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, instructions & printed Rules of this Society. The materials & workmanship are of good quality. The freeboard has been verified & the marks cut in on the vessel's sides. All the double bottom tanks (including dry tank & cofferdam) deep tank & peak tanks have been tested as required for water ballast compartments. The decks, W.T. bulkheads, tunnel, & W.T. doors have been tested as required by the Rules & found satisfactory.

Note: Owing to after length of ways spreading at launch the vessel was examined in dry dock. The bottom and rudder were found in good condition, no damage to hull having been sustained.

The amount of Entry Fee £ 8 : 0 : 0. ✓ Fees applied for,
Special Survey Fee £ 324 : 18 : 0 15th OCTOBER 1929
FREEBOARD. 8 : 6 : 8 Received by me,
Travelling Expenses, if any £ 16th OCTOBER 1929

I am of opinion the Vessel should be Classed * 100A1.
"WITH FREEBOARD"
(COLL. BH. TO SHLTR. BH. 6 BH. TO 2nd BH.)

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

Signature H. L. Swinton.
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK. Date of issue 17/10/29

Committee's Minute GLASGOW 22 OCT 1929 JAH.
Character assigned + 100A1.
With freeboard
1039

Coll. BH. to Shltbr BH
6 BH to 2nd BH.

Lloyd's A+C.P.
+ L.M.C. 1039 JAH



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Lloyd's Register
Foundation

U148-0038(212)

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.)

List of Plans:

Midship Section
Midship Section Amended.
Profile & D.K. plans
Profile & D.K. plans Amended.
Deck girders.
Painting Arrangements.
Sternframe & Rudder.
Deep tank.
Upper deck hatch webs.
Cast Steel Quadrant.
Pumping Arrangement.

Forging Reports: Sternframe, Rudder, Quadrant.
Midship Section as Built.
Profile & D.K. plans as Built.

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

1st Bower 29.3.11, J.D., 1278, 14.2.28.
2nd „ 38.1.20, D.D.W., 1624, 5.12.28.
3rd „ 36.0.23, M.A.B., 1313, 28.3.29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 36 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. COMPLETE SUPERSTRUCTURE VESSEL. ON SHELTER DK

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 DK (STL) & SHELTER DK (STL.)

Official No. 161890 ; Signal Letters Is bottom of Vessel coated with cement if not give particulars of composition WHOLLY CEMENTED IN E.R. TANK, DRY TANK & PEAKS, CEMENT FILLETS ELSEWHERE.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	124	323	Fore peak tank,		140
Double bottom, under Engines and Boilers,			After peak tank,		185
Double bottom, if under Engines only,	20.66	95	Deep tank, aft,		
Double bottom, if under Boilers only, DRY TANK.	20.66	---	Deep tank, forward, OF MCHY. SPACE.	20.66	821
Double bottom, forward,	184.42	694	Other tanks, if fitted,		
Total capacity of double bottom		1112	(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. 2281.

Date 4.3.29.

Dates of Surveys held while building

(1929) Jan 31 Feb 1 5 7 8 15 18 20 22 25 24 Mar 1 4 6 9 11 13 14 18 19 20 22 26 28 April 2 4 9 11 15 18 23 25 30 May 1 3 4 8 10 14 16 22 24 29 31 June 4 7 12 14 20 24 25 24 28 July 2 18 19 23 24 26 August 1 3 4 12 16 20 21 22 26 28 Sept 2 5 6 12 14 23 24 Oct 1 3 4 8 9 14

Total No. of Visits 82.