

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office WED 11 JUL 1919

State of Report is also sent on the Machinery of the Vessel Yes

Date of completion of report
Survey held at *Wallsend Newcastle*

Port of *London*
Date, First Survey *15th November 1918* Last Survey *30th May 1919*

On the (State of Single, Twin or Triple Screw) *S.S. Barbadian ex Bar Tapis*

Rig *Schooner*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. *1882.94*
Do. of Poop *138.88*
Do. of R.Q.Dk.
Do. of Bridge Houses in *44.88*
Do. of Forecastle *5.64*
Do. of House on Dk. *114.92*
Do. of excess of Hatchways *45.88*
Do. above Crown of Engine Room *51.01*
Gross Tonnage *5289.05*
Less Crew Space *193.92*
Less above Crown of Engine Room
TONNAGE FOR FEES...
Less Engine Room *1692.50*
Less Navigation Spaces *136.15*

CLASS *100 A. 1*

FEET

Master *W. Bolton*

Year of appointment (1) As Master in service of owner of present vessel: 191
(2) As Master of this vessel 191

Built at *Wallsend Newcastle on Tyne*

When built *1919* Launched *16th April 1919*

By whom built *Swan Hunter & Wigham Richardson*

Owners *F. Leyland & Co.*

Managers *do*

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

Residence *Liverpool*

Port belonging to *Liverpool*

Register Tonnage as out on Beam

3266.48

Destined Voyage *Galveston*

If Surveyed while Building, Afloat, or in Dry Dock: *only yes*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
<i>400</i>	<i>0</i>		<i>52</i>	<i>0</i>		<i>28</i>	<i>6</i>		<i>Two</i>	<i>Two</i>
						Do. do. do. do. Second Dk. Beams	<i>19</i>	<i>6</i>		
Moulded depth, ft. <i>38</i> ins. <i>11 1/2</i> To Bridge Dk. Round of Upper Dk. Beam, Actual) <i>13</i> ins.										
Moulded depth, ft. <i>31</i> ins. <i>0</i> To Upper Dk.										

FRAMING.							PILLARS.						
	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as	Inches per Rule	Inches per Rule		Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as	Inches per Rule	Inches per Rule
FRAME, Angles, <i>Intermediate frames</i>	<i>10</i>	<i>3 1/2</i>	<i>40</i>	<i>8</i>	<i>3 1/2</i>	<i>40</i>	PILLARS In 'tween Deck, size and spacing	<i>3 1/2</i>	<i>52</i>	<i>3 1/2</i>	<i>52</i>		
Do. in peaks	<i>8</i>	<i>3</i>	<i>40</i>	<i>8</i>	<i>3</i>	<i>38</i>	" " Hold	<i>5 1/2</i>	<i>6</i>	<i>5 1/2</i>	<i>6</i>	<i>52</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	" Quarter 'tween Dks.,	<i>and wide spaced pillars by order as approved plans.</i>					
" " " at intermdt. Bkts.	<i>9</i>	<i>3 1/2</i>	<i>45</i>	<i>9</i>	<i>3 1/2</i>	<i>42</i>	" " in Hold						
Spacing of Frames from centre to centre amidships	<i>26</i>				<i>26</i>		KEELSONS & STRINGERS.						
" " " from 1/2 length to Collision bulkhead	<i>26</i>				<i>26</i>		CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate						
" " " in peaks..	<i>24</i>				<i>24</i>		" Rider Plate						
REVERSED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	" Flat Plate Keel Angles						
Do. in way of Double Bottoms at Solid Floors	<i>8</i>	<i>3</i>	<i>46</i>	<i>8</i>	<i>3</i>	<i>46</i>	" Horizontal Plates on Floors						
" " " at intermdt. Bkts.	<i>10</i>				<i>10</i>		" Angles or Bulb Angles						
FRAMING, depth of girder							SIDE KEELSONS, Number						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>42</i>	<i>52B</i>	<i>38</i>	<i>42</i>	<i>52B</i>	<i>38</i>	" Angles or Bulb Angles						
" in way of Engine and Boiler Spaces	<i>40</i>	<i>48</i>					" Plate above floors, for length						
" thickness at the ends of vessel							" Intercostal Plate, for length						
" depth at 1/2 the half breadth, as per Rule							" Attached to outside Plating with Angle						
" height extended at the Bilges							BILGE KEELSON, Angles						
FLOORS in Cell. Double Bottoms	<i>42</i>	<i>52B</i>	<i>38</i>	<i>42</i>	<i>52B</i>	<i>38</i>	" Intercostal Plate for length						
" state if flanged (top & bottom)	<i>80</i>						" Attached to outside Plating with Angle						
" Spacing of Solid floors	<i>78</i>	<i>except in E.S. under B.B. and for 1/2 length</i>					SIDE STRINGERS, Number						
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>43</i>	<i>50</i>	<i>50B</i>	<i>43</i>	<i>50</i>	<i>50B</i>	" Angle						
" Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>	" Intercostal Plate, for length						
" Bottom	<i>6</i>	<i>6</i>	<i>46</i>	<i>6</i>	<i>6</i>	<i>46</i>	" Attached to outside plating with Angle						
" to Floors	<i>6</i>	<i>6</i>	<i>46</i>	<i>6</i>	<i>6</i>	<i>46</i>	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>80</i>	<i>62</i>	<i>80</i>	<i>62</i>		
Brackets at intermdt. frmg., width & thcknss	<i>39</i>	<i>42</i>	<i>52B</i>	<i>39</i>	<i>42</i>	<i>52B</i>	" " " br'dth & thickness (in way of Bridge)	<i>80</i>	<i>48</i>	<i>80</i>	<i>48</i>		
SIDE GIRDERS, number on each side & thickness	<i>1</i>			<i>1</i>			" " " Angle (clear of Bridge)	<i>6x6</i>	<i>52</i>	<i>6x6</i>	<i>52</i>		
" state if flanged (top and bottom)	<i>Yes except in E.S. under B.B. and for 1/2 length</i>						" Tie Plate at sides of Hatchways						
" Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	Deck * Iron or Steel, for full lng.						
" to Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	" Thickness (clear of Bridge)	<i>52</i>	<i>53 1/4</i>		<i>52</i>	<i>53 1/4</i>	
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>41</i>	<i>48</i>	<i>55B</i>	<i>41</i>	<i>48</i>	<i>55B</i>	" (in way of Bridge)	<i>44</i>	<i>40</i>		<i>44</i>	<i>40</i>	
" Angle to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	Wood Deck. Material & thickness						
" Floors	<i>6 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>6 1/2</i>	<i>3 1/2</i>	<i>40</i>	Second Deck Stringer Plate, br'dth & thickness	<i>56</i>	<i>44</i>	<i>62</i>	<i>44</i>		
Brackets at intermdt. frmg., width & thcknss	<i>39</i>	<i>42</i>	<i>52B</i>	<i>39</i>	<i>42</i>	<i>52B</i>	" Angles on ditto, No. 1 with flanged plate	<i>3x3</i>	<i>32</i>	<i>3 1/2x3 1/2</i>	<i>44</i>		
Height of Outside Brackets above at bilge	<i>38</i>			<i>38</i>			" Tie Plates outside Hatchways						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>66</i>	<i>50</i>	<i>56B</i>	<i>66</i>	<i>50</i>	<i>56B</i>	Deck * Iron or Steel, for full lng.	<i>44</i>	<i>40</i>	<i>53 1/4</i>	<i>50</i>	<i>40</i>	<i>34</i>
" in Engine and Boiler space	<i>10</i>	<i>48</i>	<i>56B</i>	<i>48</i>	<i>56B</i>		Wood Deck. Material & thickness	<i>50</i>	<i>44</i>	<i>at hatchways</i>			
" Remainder in Holds	<i>42</i>	<i>48</i>	<i>under Hatchways</i>	<i>42</i>			Third Deck Stringer Plate, br'dth & thickness						
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>	<i>52</i>	" Angles on ditto, No.						
" In way of Long Bridge	<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>	<i>52</i>	" Tie Plates, outside Hatchways						
" Spacing	<i>26</i>			<i>26</i>			Deck * Material and thickness						
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>12</i>	<i>3 1/2</i>	<i>50</i>	<i>12</i>	<i>3 1/2</i>	<i>50</i>	Fourth and Fifth Deck Stringer Plate, breadth & thickness						
" Spacing	<i>52</i>			<i>52</i>			" Angles on ditto, No.						
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Tie Plates outside Hatchways						
" Angles on upper edge							" Deck. Material & thickness						
" Spacing							Poop Deck Stringer Plate, breadth & thickness	<i>60</i>	<i>30</i>	<i>35</i>	<i>30</i>		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>40</i>	<i>8</i>	<i>3</i>	<i>38</i>	" Angle on ditto	<i>3 1/2x3 1/2</i>	<i>34</i>	<i>3 1/2x3 1/2</i>	<i>34</i>		
" Angles on upper edge							" Tie Plates						
" Spacing	<i>26</i>			<i>26</i>			" Deck. Material and thickness			<i>30</i>		<i>30</i>	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>	<i>52</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>63</i>	<i>54</i>	<i>55</i>	<i>54</i>		
" Angles on upper edge							" Angle on ditto	<i>6x6</i>	<i>48</i>	<i>6x6</i>	<i>48</i>		
" Spacing	<i>26</i>			<i>26</i>			" Tie Plates						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>18</i>	<i>3</i>	<i>40</i>	<i>8</i>	<i>3</i>	<i>40</i>	" Deck. Material and thickness	<i>44</i>	<i>40</i>		<i>44</i>	<i>40</i>	
" Angles on upper edge							Forecastle Deck Stringer Plate, br'dth & th'kns	<i>54</i>	<i>30</i>	<i>35</i>	<i>30</i>		
" Spacing	<i>26</i>			<i>26</i>			" Angle on ditto	<i>3 1/2x3 1/2</i>	<i>34</i>	<i>3 1/2x3 1/2</i>	<i>34</i>		
							" Tie Plates						
							" Deck. Material and thickness			<i>30</i>		<i>30</i>	

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

[illegible]

EQUIPMENT No. 34589				LETTER Y				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR RAILWAYS				
Number of Certificate		Anchors		WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 31		Description of Anchor		Makers	Where and when tested and Superintendent	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Cwts.	qrs.	lbs.		
50860	1st Bower	60	3	0	Stockless			18	15	0	0	60	0	0	Ayers	J Taylor & Sons LPHW 25/7/18 AC Leeson
50862	2nd "	60	2	0	"			18	12	2	0	60	0	0	"	" 25/7/18 "
50882	3rd "	50	2	7	"			42	13	3	0	50	2	0	"	" 30/7/18 "
	Collective weight,	171	3	7	✓							170	2	0	Hammer Bros & Bend Co's	"
23590	Stream	15	3	0	4	1	21	17	3	0	14	16	1	0	Common	J Taylor & Sons LPHW 25/9/18 H Buller
24188	Kedge	4	0	21	1	3	4	9	9	1	14	4	0	0	"	" E 14/6/19 J Hagner
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																
		1st Bower		Wt. 35-1-20		PD Long half Cent 22/4		Date 7/6/18		Mdl						
		2nd "		Wt. 34-2-20		"		22/5		"		10/6/18 "				
		3rd "		Wt. 28-0-21		C. & Wilkes		322		"		19/4/18 "				
		4th "														
CHAIN CABLES.																
Number of Certificate		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 31.		Description.	Makers of Cable.	Where and when tested, and Superintendent.	Material	Length and Size supplied.	Breaking Test of Steel Wire Rope.	
		Fathoms.	Inches.	Tons.	Pounds.	Supplied.	Per Rule.	Length.	Diam.					Fathoms.	Inches.	
13112	210	2 1/2	8 1/2	502-1-21	646-3-0	270	2 1/2	240	2 1/2	Steel	J Taylor & Sons LPHW 25/9/18 H Buller	11/6/19 A Green	TOWLINE	120	4 3/4	
13202	60	2 1/2	8 1/2	142-3-16						"	"	"	HAWERS & WARPS	2490	2 1/2	
Learn Stream Cable Wire	90	4 1/4	4 1/4					90	4 1/4	"	"	"	"	4 x 90	8" Man.	
Boats 4 Life boats 21'																
Pumps, Number 1																
Windlass is Iron patent Good.																
Engine Room Skylights.—How constructed? Steel plates & angles																
Coal Bunker Openings.—How constructed? Steel plates & angles																
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 scuppers & 6 freeing ports 4-8 x 6 each side																
Ceiling in Holds, thickness and material 2 1/2" W.P. over timbers only																
Cargo Hatchways.—How formed? Steel plates & angles																
State size No. 1 Hatch (Forward) 32-6 x 20-0 No. 2 Hatch 34-8 x 20-0 No. 3 Hatch 10-10 x 15-0 No. 4 Hatch 25-2 x 20-0																
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 5 web planks 12 ft 4". 3 webs in hws and 4 webs in hws																
Bulwarks, height above deck and description 1' 6" steel plate																
The foregoing is a correct description																
Builder's Signature (three only) J. M. Hunter & W. Ham Richardson, Ltd. Surveyor's Signature E. J. Milton																
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)																
Letters and plans for Standard Ships Type B also Secretary's letters for this ship 29/3/19 19/5/19 20/5/19 24/6/19 31/5/19																
Workmanship. Are the butts of plating planed or otherwise fitted? Lapped and planed.																
Is the riveted work properly closed? Yes																
Are the liners between the frames and plates solid single pieces? Yes																
to plate, &c., conform well to each other? Yes																
from the faying surfaces? Yes																
Do the holes for riveting plate to frames, butt straps, or plate																
Are the rivet holes well and sufficiently countersunk in the plate and punched																
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes																
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes																
State results of tests Good.																
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes																
State results of tests Good																
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with plans approved for Type B Standard Ships with the exception of the minor differences as shown in Red on the plans of Bridge section, Profile & Deck of vessel as built, which are forwarded herewith. The workmanship & materials are good.																
The upper deck beams in way of Poop and Forecastle are fitted to alternate frames: in view of the small number, position and length of these beams, this arrangement, in this instance, is submitted for the favourable consideration of the Committee.																
The stream anchor is below the weight required by Rule but the stock is heavier and the acceptance of the equipment for the figure 1 is submitted for favourable consideration.																
The deck, watertight bulkheads, tunnel, all water ballast tanks and watertight doors, steering gear winches & windlasses have been tested as required with good results.																
This vessel was built off the same keel, at the same time and alongside of the Builders Yard nos 1121, 1123 & 1134 (see also Secretary's letters 10/4/19 2/5/19 19/5/19 31/5/19) now in course of construction, which vessels on inspection are found to comply with the Rule requirements as far as they are advanced, in view of this and also of the inspection of this vessel now																
The Surveyor should state the Number of Report and Name of any Sister Vessel.																
Plans to be forwarded with F.E. Report showing vessel as built.																
PTO																
The amount of Entry Fee £ : Fees applied for 10 JUN 1919																
Special Survey Fee £ 70 : 0 : 0 Received by me, 27 June 1919																
Traveling Expenses, if any £ :																
State whether the Vessel has been built under Special Survey See above																
I am of opinion this Vessel should be Classed 100 T. Steel																
With, or without Freeboard, as condition of Class Without freeboard.																
Committee's Minute																
Character assigned 100 T.																
Lloyd's & C. P.																

GENERAL REMARKS—(continued).

made as far as practicable, the granting of the distinctive mark * in the Register Book is submitted for the favourable consideration of the Committee

E. J. Mill

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 149.0 ft., R.Q.D. — ft., Bridge 112.66 ft., Forecastle 39.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *not joined*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) *2 Dks (Stl)*

Official No. 140626 ; Signal Letters KBJQ State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cell Sts*

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	125.66	331	Fore peak tank,	21.41	120
Double bottom, under Engines and Boilers,	39.00	146	After peak tank,	25.41	209
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	179.83	544	Other tanks, if fitted,		
	Total capacity of double bottom	1021	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules

Yes

Order for Special Survey No.

Date

No. 1107 in builder's yard.

DATES of Surveys held while building

1918 Nov. 15. 1919 May 15. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.

Surveyor's Signature



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Total No. of Visits

13

E. J. Mill

Register Foundation