

STEEL STEAMER or MOTORSHIP.

10 JUN 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel ☒State if Report is sent on the Machinery of the Vessel ☒

Date of completion of report

16th May 1930

Port of

Montreal

No. 3227

Survey held at

Montreal

Date First Survey

18th Dec 1929

Last Survey

16th May

1930

On the

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

No machinery, Tow Barge

"Redstar"

Redfern

for M.C. Co.

10/6

State Type

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

State Type of Erections

TONNAGE under
Tonnage Deck...

1643.55

CLASS

A.1. For

State if with freeboard
as condition of Class

no

Built at

Montreal

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

Total

Gross Tonnage

1719.12

Register Tonnage

1523.81

REGISTERED DIMENSIONS.

FEET.

Length

248'0" 0.4 inch

Breadth

43'6" moulded

Depth

15'0"

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

L 253'0"

Breadth (greatest moulded)

B 43'6"

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

D 15'0"

1st Longitudinal Number (L x D)

= 3790

2nd Numeral L x (B + D)

= 14508

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

12.7

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

12.7

Do. Long Bridge to top
of keel

Draught Moulded

14'6"

Launched

29th April

Yard No. 113

Builders

Canadian Tickers Ltd.

Owners

Red Barge Line Ltd.

Managers

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

Residence Montreal, P.Q.

Port of Registry

Sorel, P.Q.

If surveyed while building, afloat, or in dry dock

While building and afloat.

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.
FRAMES, Spacing amidships	24		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	24		" " Reversed Frame		
" " in peaks. <i>For peak cant frames</i>	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>Inter. Long</i>	
Frame Amidships, Angle, [or [<i>angle</i>	5" x 3" x $\frac{3}{8}$ "		" " top Angles		
" " Extends up to <i>Deck</i>			" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>side ballast tanks</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	5"		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, [or [" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle or [<i>angle</i>	5" x 3" x $\frac{3}{8}$ "		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	$\frac{3}{4}$ " 5" 0"		INNER BOTTOM PLATING.		
State if Frame Joggled			Breadth and thickness of Middle Line Strake	24" x $\frac{3}{8}$ "	
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	21" x $\frac{5}{16}$ " Plating } <i>stringers</i> 5" x 3" x $\frac{3}{8}$ " Frame		Thickness of remainder in Holds		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>cant frames</i>		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?	<i>4" Thick in N. 4 Holds N. 1, 2, 3. Holds. Wood ceiling 2" thick 5" x 3" x $\frac{3}{8}$" L 4" 6" x 4" held under</i>	
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	15" x 33" 9" Channels		Uppermost Continuous Deck, amidships in Wells, Angle, [or [
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or [
Middle Line Keelson, on Floors, Angles, [or [Spacing	24	
" " Through Plate or Intercostal Plate	<i>2" plate 24" x $\frac{3}{8}$" in centre</i>		Second Deck, amidships, Angle, [or [
" " Foundation Plate on Floors	5" x 3" x $\frac{3}{8}$ " <i>Inter. in Centre</i>		Spacing		
" " Flat Plate Keel Angles	<i>side ballast tanks</i>		Third Deck, amidships, Angle, [or [
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [or [
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or [
Solid Floors, thickness and spacing			Spacing		
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, [or [
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or [
			Spacing		

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows <i>1 Row aft end bulk</i>					
" in 'tween Decks, Size and Spacing..... <i>2 1/4 dia. aft end</i>					
" " " " "					
" in Holds " "					
" " " " "					
Centre Line Bulkhead.					
Stiffeners and Spacing.....					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells <i>54 x 44</i>					
" " " " in way of Bridge					
" Angle in Wells					
Thickness of Plating abreast Deck openings in way of Wells <i>.44</i>					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings... <i>5/16</i>					
If Sheathed, material and thickness					
Second Deck.					
Stringer Plate, breadth and thickness in Wells...					
Stringer Plate, breadth and thickness in way of Bridge					
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					
Plating, Sheathing, material and thickness ...					
Bridge Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.					Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.
FLAT PLATE KEEL	<i>42</i>	<i>.38</i>	<i>.38</i>	<i>.38</i>		<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>Three</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Lapped</i>
" DELG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>								
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>.36</i>	<i>.36</i>	<i>.36</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes		<i>.50</i>	<i>.50</i>	<i>.36</i>		<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Lapped</i>
SIDE PLATING, No. of Strakes		<i>.36</i>	<i>.34</i>	<i>.34</i>		<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Lapped</i>
UPPER DECK, Sheer-strake in Wells.....						<i>Single</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells.....												
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING												

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *5 - H. I. Bulkheads*

" Deck next below *✓*

As per Rule *4 Bulkheads*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks					
" " Second "					
" " Third "					
" " Holds	<i>.25 x .32</i>	<i>12 x 20</i>	<i>31 1/2</i>		
COLLISION " (in Hold)					
AFTER PEAK " "	<i>.25 x .32</i>	<i>12 x 20</i>	<i>31 1/2</i>		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				<i>Casting and shaped plate</i>
STERN FRAME { Propeller Post				
{ Rudder "				
RUDDER—A x D				<i>Balanced rudder</i>
Speed of Vessel				<i>Lower 6 knots</i>
RUDDER mainpiece at head				<i>Forging 8" x 4" dia. at 3' below</i>
" " heel ...				<i>18" x 58" dia. [</i>
" how constructed				<i>Side plates, angles and wood filling</i>
" double or single plate				<i>Double 6" plates</i>
" coupling, vertical or horizontal				<i>Horizontal.</i>

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

United States Steel, Illinois & Bethlehem, Lackawanna

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

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Lloyd's Register Foundation

EQUIPMENT No.												LETTER												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.	Cwts.	qrs.	lbs.												
91657	1st Bower ...	30	3	21	-	-	-	29	7	2	0	29		Shackles	Hingley & Sons Ltd.	L.D. Green										
	2nd " ...															22 nd March 1930										
	3rd " ...															Retherton										
	Collective weight.																									
63505	Stream	8	0	21	2	0	11	10	5	0	0	7 ³ / ₄		Iron stock	Samuel Taylor & Sons	Brimley Hill										

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
65737	90 $\frac{8}{16}$	1 $\frac{1}{16}$	47 $\frac{1}{2}$	66 $\frac{1}{2}$	121-0-27	159			90 $\frac{8}{16}$	1 $\frac{1}{16}$	Shd link.	Samuel Taylor & Sons Brimley Hall		TOWLINE...					
												W.A. Drysdale							
												6 th March 1930		HAWSERS & WARPS		None.			
Iron Stream Chain or Steel Wire	75	3 $\frac{1}{2}$	11 $\frac{1}{2}$								Cir.			"					
														"					
Steering Gear. Steam 6" x 6" &																			

Steering Gear, Steam 6" x 6" Beanelemin Type
Boats 1 - 16'-0"
Steering Chains, Size and Test 3/4" dia.
Ceiling in Holds, thickness and material 2 1/2" Spun.
Cargo Hatchways, (Upper Deck) Four.
Thickness of Hatches 2 1/4" Pine
Size of No. 1 Hatchway (Forward) 36'-0" x 26'-0" No. 2 36'-0" x 26'-0" No. 3 36'-0" x 26'-0" No. 4 36'-0" x 26'-0" No. 5
Number of Shifting Beams and/or Fore and Afters 4 Beams to each hatch (cross beams)

FOR CANADIAN VICKERS LIMITED
Builder's Signature *[Signature]*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel no (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo no. 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, rules and letters. The workmanship throughout is in my opinion good. The side ballast tanks and peak tanks have been tested and found sound and tight.

The amount of Entry Fee £ 25⁰⁰
Special Survey Fee £ 804⁰⁰
Travelling Expenses, if any £ 51-75
Fees applied for, 21st May 1930
Received by me, 30.7.1930
I am of opinion the Vessel should be Classed A.I. for service between Prescott + Montreal.
State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to New York Date of issue 15/7/30
Signature *[Signature]*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 11 JUL 1930
Character assigned + A - Barge
For service between Prescott and Montreal
Cargo Batches not fitted
+ A.B. 5.30 - 175 lbs

The Surveyors are requested not to write on or below the Committee's Minute.

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.)

Handwritten notes and sketches, including measurements like 26'0" x 26'0", 26'0" x 26'0", 26'0" x 26'0", and various other dimensions and structural details.

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

1st Bower *30 cwt. 3 gns. 21 lbs. L.D. Green #91657. cut. 22nd March 1930.*
2nd " "
3rd " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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) ☒

Official No. *21-12*; Signal Letters *for* Is bottom of Vessel coated with cement *no* if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<i>21</i>	<i>210</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>20</i>	<i>160</i>
Double bottom, if under Engines only,			Deep tank, aft, <i>side Ballast Tank N°1. Port</i>	<i>102</i>	<i>94</i>
Double bottom, if under Boilers only,			Deep tank, forward, " <i>N°1. Star</i>	<i>102</i>	<i>94</i>
Double bottom, forward,			Other tanks, if fitted, " <i>N°2 Port</i>	<i>104</i>	<i>103</i>
			(If necessary, furnish further information by sketch) <i>N°2. Star</i>	<i>104</i>	<i>103</i>
Total capacity of double bottom			<i>Total 764</i>		

Order for Special Survey No. *93*

Date *6th Nov. 1929*

Dates of Surveys held while building { *Dec. 1929. - 18.23. Jan. 1930 - 3.6.9.15.16.21.28.31. Feb. 3.7.10.17.21.24*
27. Mar. 3.7.10.14.18.20.25.28.31. April. 1-5.9.10.16.22.24.25.29
May. 13. 16.

Total No. of Visits *37*