

5m, 9.24.

N. N. BAYON

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. Sc. Sr. "BARALABA" Rpt. Nwc. No. 78793

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

Dimensions:- 211.2 x 33.75 x 16.2 to Upper deck.
20.12 to raised Quarter deck
23.28 to Bridge deck.

Scantling Nos:- 49.95 and 10549

Proportions:- Length - 13 to Upper deck
10.5 to R.O.D.

This ex German Steamer was built at Stettin by the Stettiner Oderwerke in 1921 and classed with the Germanischer Lloyd.

Plans and particulars of scantlings were examined in this Office, and the Owners were informed that provided the panting arrangements, strengthening of the bottom forward, the strengthening at the ends of the bridge, pillaring arrangements throughout, the requirements of the rules for ships not built under survey be complied with, and a favourable report be received from the Surveyors the vessel would be favourably recommended to the Committee for the 100A- class.

To entitle the vessel to the figure 1, the stream cable, towline, hawsers and warps required to be made equivalent to the rule requirements and the Gruson anchors to be found of an approved type.

The Newcastle Surveyors now forward a report giving the particulars of scantlings, and further report the vessel examined in dry dock, minor repairs effected and the requirements of a s.s. 10.3 complied with.

The panting arrangements, strengthening of bottom forward, strengthening at the ends of the bridge, pillaring arrangements examined and found satisfactory.

The Gruson anchors are of an approved type and the equipment has now been made equivalent to the rule requirements.

The workmanship is good.

It is submitted the vessel appears worthy to be classed 100A1 (Steel) with record of survey 1,25 Shl and notation of s.s.Shl.No.3-1,25.

100A1 (Steel)

• 1 Dk. Stl. "Well dk."

Cell.DB a 55' uE 20' f 92', 340t. FPT 50t. APT 31t.

• F.K., 4 BH, pt Cem.,

• P. 16' QD 53' B 55' F.22'

• Date of build 1921

• 1,25 Shl.

• s.s.Shl.No.3-1,25.



29.1.25.



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