

Foremost 18

1

Sent to Chief Surveyors 5/7/11.

Received from Chief Surveyors

VESSEL'S NAME *Stl. Hopper Barge "Port of London"* Report *G.K.* No. *16063*  
*Authority Hopper No. 10"*  
 For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to 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, 24/6/92.)

Nature of Survey

*1st Entry*

When due

+100 AI (Steel) "Hopper Barge for Channel Purposes"  
 1 DK. (Stl.)  
 WB = F.P.T. 567.  
 FK. 4 BH. cm. Lloyds A + C.P. F18'

*M.*

*RA*  
*5/7/11*

002701-002710-0295

It is concluded the horizontal stiffening on the collision bulkhead is fitted as per the approved plans & as in the sister vessel but as this is not mentioned on the Report, the Surveyor should state if this is so. The Surveyor should be requested to forward a copy of the Midship Section in order that same may be placed with the 1st Entry Report.

