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FOR MR. PERRIS

1st October, 1943.

Dear Sir,

I have to acknowledge the receipt of your letter of the 1st instant, addressed to Mr. Chisholm, Principal Surveyor on the London Outdoor Staff, together with Mr. Colley's report on his examination of the Concrete Steel Barge "ST. ANNE".

It is noted that Mr. Colley recommends the damaged concrete in the bulkhead should be removed and replaced by new. He also reports that diagonal cracks have appeared on the hull at the fore and after ends of the hatch. These he considers are not of structural importance, but he recommends the application of two coats of paint externally and one internally. He adds that it is more than likely that many similar cracks have developed that are not visible, and it would be advisable to paint the whole of the barge inside and outside. The Designers are being informed of the foregoing recommendation.

Mr. Colley also points out that, if the bulkheads are to be regarded as watertight, some additional strengthening should be provided. It is to be noted, however, that these bulkheads are divisional watertight bulkheads only, and do not form the boundaries of ballast tanks, and it is considered the scantlings already provided are suitable for the purpose for which the bulkheads are normally intended.

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I may add that the Designers have arranged, with a view to minimising risk of the type of damage which has been sustained, that in the later series of these ships two additional half round protecting bars be fitted below the gunwale. Further, as the filling of the after peak causes a large change in trim, involving a rapid sinking of the after end, the Designers propose in these later ships to connect the forward and the after peak by a pipe passing through the hold to maintain a uniform trim, with the object of delaying sinking. It is also proposed to fit additional reinforcement to the peak bulkhead.

I am, Dear Sir,
Yours faithfully,

pro Secretary.

C. H. Stocks, Esq., M.Sc.,
CARDIFF.



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