

COPY

Survey Steel Concrete Barge "St. Anne".
Tilbury, Sunday, Sept. 19th.

Initial damage aft of rear bulkhead about 2ft. 6 ins. below deck level, the concrete between frames in way of hole had been cut away, new concrete inserted and painted. Frames in immediate vicinity appear true to line and undamaged.

Forward bulkhead badly deflected across centre line. Concrete on cabin side badly cracked for depth of about 15 inches along centre, apparently due to water pressure from hold when sinking in inclined position. There probably would be about 6 feet head before water entered companion hatch.

If it is desired that this bulkhead should be a water tight bulkhead, it is recommended that the whole of the vertical joists be removed and replaced with new, as the existing joists have been extended on one flange up to or possibly beyond their elastic limit. When replacing concrete, in order to increase strength, the insertion of 3- $\frac{1}{2}$ inch vertical rods in each face in each panel should provide sufficient additional resistance to prevent damage due to a head of 8 feet of water above deck.

If it is not desired to classify this bulkhead as watertight, it will be sufficient to remove damaged concrete and replace with new.

On port side, fore and after end of hatch, diagonal cracks have appeared, possibly due to uneven lifting strains when raising vessel. These are not of structural importance but in order to retain classification for dry and perishable cargoes, it will be necessary to apply two coats of paint externally and one internally. It is more than likely that many similar cracks have developed that are not visible, and it would be advisable to recommend painting the whole of the barge inside and outside.

(Sgd) W.M. Colley.



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