

Received by Chief Ship Surveyor.....

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VESSEL'S NAME SEVERN CARRIER Rpt. Brs No. 14782

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, 24/5/42.)

This self-propelled barge was sunk, raised and laid up, and action was deferred accordingly for repairs.

The BRISTOL Surveyors report the vessel converted from a self-propelled barge to a dumb barge.

She has been placed in dry dock, bottom coated, the requirements of A S.S. No. 3 complied with, all damaged shell and deck plating made good, a new anchor and chain cable (figure 1 not assigned) supplied and verified, the steering gear and windlass renewed.

The oil engines have been removed and the machinery space converted into an oil tank.

At the same time the existing sternframe with aperture has been removed and replaced by a simple frame, and this involves a reduction in length of about 2'.

It is submitted the vessel appears worthy to remain as classed with record of survey 7.41 and notation of S.S. No. 3-7.41.

100A-
Barge
7.41 Glr.
S.S. Glr No. 3-7.41.
For service in Bristol Channel, limiting port seawards Briton Ferry. Carrying pet. in bulk.

BAM
12/8/41.

In R.B. Amend:-

8BH Trunk 42' Pt. Cem. pt. Asp to 9BH Trunk 60' Pt. Cem.

Delete:- F 12' Insert:- O.L. 86.6'

Transfer all particulars from Steamer to Sailing Ship Section

The Surveyors should be requested to state the amended capacity in tons S.W. of the ^{oil} after peak tank.

Select all engine particulars & records

The alterations have been carried out in accordance with the approved plan attached.

009631-009639-0068

