

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15 July 1941 When handed in at Local Office 19 July 1941 Port of Bristol  
No. in Survey held at Gloucester & Avonmouth Date, First Survey 14 March Last Survey 9 July 1941  
Reg. Book. on the Wood, Iron or Steel BARGE "SEVERN CARRIER" (No. of Vents 14)

63892 TONNAGE:— Built at BRISTOL By whom C. Hill & Sons, Ltd. When 1933. 10.  
GROSS 110 Owners SEVERN & CANAL CARRYING Co. Ltd. Owners' Address  
UNDER DK. 90 Managers E. W. BAYLISS. Port belonging to BRISTOL.  
NET 48

Surveyed Afloat or in Dry Dock? Both Name of Dock Gloucester City Dock Destined Voyage  
Cell D Bor D Ba feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 14156 Port BRS

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.		Machinery and Boiler Survey (Including date of N.B., if any).
+100A-BARGE	LMC	8.37.
8.37.	TS. N.	7.37
S.S. BRS. No. 1		37.
FOR SERVICE IN BRISTOL CHANNEL LIMITING PORT SEAWARD BRITON FERRY. CARRYING PETROLEUM IN BULK. Society's Freeboard (if assigned) as painted on Ship and now verified		

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.  
Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Conversion to a dumb barge and Special Survey No 3.

This vessel which was damaged and sunk in the River Severn, February 1939, see Bristol Report No 14156, and since then laid up, has now been converted from a self propelled to a dumb barge. The machinery has been removed and alterations detailed in the approved drawing, dated 8 February 1941, which is now being forwarded, have been satisfactorily carried out to the hull. All compartments affected by these alterations have been tested with a head of water as required by the Rules and proved tight and sound. The steering gear and windlass renewed, tested under working conditions and found satisfactory. All openings in shell or machinery connections efficiently closed by means of spigot plate patches.

Special Survey No 3: Vessel in dry dock; bottom and rudder cleaned and

PRIMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

SENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Belt.)
Good	Good	✓	When fitted, Month Year
ing of Decks	Ceiling ✓	Coal Bunkers, Openings, Covers, &c. ✓	Boats Good.
ings	Cement on Deck ✓	Oil Bunkers ✓	Mast & Yards, etc. pole. Good.
is & Fastenings	Rudder	Scuppers ✓	Condition, how ascertained By examination (State if wedges removed.)
de Plating	Steering gear and its connections	Cargo Hatchways Good	Equipment letter
in way of sidelights	Windlass	Hatches	Anchors, No. of 1.
es	Have pumps been examined and found efficient? ✓	Planking	Cables (State if now ranged) yes.
se Frames ✓	Have Sluice Valves been examined and found efficient? ✓	Caulking	length 45 (on board) meap diam. 1/16
udinals	Have Watertight Doors been examined and found efficient? ✓	Treenails	Rule length size
verses	Have Watertight Doors been examined and found efficient? ✓	Breasthooks & Stemson	Chain Locker Good.
ns	Have Ventilators and their Coverings been examined and found efficient? ✓	Transoms, Pointers & Crutches	Hawsers & Warps
ers	Have Ventilators and their Coverings been examined and found efficient? ✓	Timbers of Frame at openings	Standing and Running Rigging ✓
Bottom Plating	Air and Sounding Pipes	" " at other places	Sails ✓
the Tanks been examined internally? yes	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	
the Tanks been tested? yes		Salting (State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."  
This vessel is now in good condition and eligible in my opinion to remain as classed and to have record of survey by 41 and notation of S.S. No 3-7.41 (Delete classification of machinery. Delete Freeboard.)

Survey Fee (per Section 20)	£ 8 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per sec. 20)	£ 10 : 10 : 0	21-7-1941
Travelling Expenses (if chargeable)	£ 2 : 0 : 0	Received by me,
Second Surveyor's Fee (if any)	£	10

F. J. Brooke Smith  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Per Assigned  
100A - Barge  
In Severn  
Carrying petrol  
A.S. No. 7.41  
H. J. B.



Head 30 JUL 1941

Is Certificate required? If so, to be sent to

009631-009639-0074

# "SEVERN CARRIER"

examined. Steel work throughout exposed for examination, all linings being removed, surfaces recoated where required. Cement coating where on inner surface of bottom plating, found sound and adhering satisfactorily. Drilling not considered necessary. All cargo tanks, peaks and coffer dams tested with a head of water as required by the Rules. Peaks, cargo tanks, cofferdams and accommodation spaces examined internally. Deck examined. Chain cable and anchor renewed, examined and verified with certificate (for particulars see below). Chain locker examined also general equipment. Tank coamings and covers examined together with their fastenings and connections. The rudder, quadrant, steering gear and its connections examined also windlass, pumps, air & sounding pipes.

The foregoing found to be, or now placed, in good condition. All damaged shell & deck plating where not cut away in connection with structural alterations have been fairied in place.

Present Dimensions. L. 86'7" (OL) B. 19'6" D. 7'4" Tonnages. Gross 101.  
Under dk. 88'7" Nett 98'2"

L. Brooks Smith

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Owts.	qrs.			
54134	1st Bower ...	4	1	18				6	15	00				Green's Quick Grip	John Green (Old Hill) Ltd. Staffs	Bradley Heath 24 May 1941 L. Paul
	2nd ..															
	3rd ..															
	Collective Weight.															
	Steam .....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.
63514	45	7/16	8 1/2	12 3/4	11	18					Steel Link	John Green (Old Hill) Ltd. Staffs	13 June 1941 Bradley Heath L. Paul.	

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.