

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19 When handed in at Local Office 19 Port of CALCUTTA  
No. in Survey held at BALISAL; PAKISTAN & CAL- Date, First Survey 19th Feb '52 Last Survey 24th July 19 53  
Reg. Book. CUTTA. (No. of Visits 10)

00361

TONNAGE:—

GROSS 564

UNDER DK. 546

NET

Built at Wallsend, re-erected at Balisal &amp; Calcutta

Owners Rivers Steam Navigation Co. Ltd.

Managers /

By whom re-erected by Rivers Steam

Nav. Co. Owners Address /

Port belonging to LONDON

Year. Month.

1953

7

Surveyed Afloat or in Dry Dock? Both

Name of Dock Garden Reach Drydock

Destined Voyage /

WB=Cell D Bor D Ba

feet; uE&amp;B

feet; f

feet

total capacity

tons, FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification

(which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER  
\* for Special Survey  
Date of last Survey and of  
Periodical SurveysYears  
assign-  
ed now  
expiredMachinery and Boiler  
Surveys  
(Including date of N.B., if any)

100 A1 Barge

Class contemplated

For restricted service

Last Report, No.

Port

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules) 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?

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 6 1/4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

RE-ERECTION &amp; ASSIGNMENT OF FREEBOARD.

Built by Clelands (Successors) Ltd., Yard No. 161.

NOW DONE.

Examined during re-erection & fitting out, all material & workmanship of good quality.  
Fresh water tank aft, examined under pressure, bottom shell flood tested, bulkhead, deck & steel hatch covers hose tested & all found satisfactory.  
Bilge suctions & pumps, examined, tried & found satisfactory.  
Anchors & cables examined & shipped, (certificates not available for endorsement, numbers checked against 1st entry report & found correct.

Note.

Cargo battens not fitted.

Docking.

Vessel placed in drydock, bottom plating, rudder &amp; sternframe examined.

Vessel undocked 19th August 1953.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Removed and Faird or Repaired ...

Faird or Repaired in place ...

Shell Plates

Frames

R. Frames

Floors and  
Bracket Floors

Beams

Inner Bottom  
Plates

Dk. Plates

Other Items:—

PRESENT CONDITION OF THE

Decks

good

Caulking of Decks

good

Coamings

good

Beams &amp; Fastenings

good

Outside Plating

good

,, in way of sidelights

good

Breasthooks

/

Transoms

/

Frames

good

Reverse Frames

good

Longitudinals

/

Transverses

/

Floors

good

Keelsons

good

Stringers

good

Inner Bottom Plating (F.W. Tank)

good.

State if Tanks have been examined inside yes

State if Tanks now tested yes

Bulkheads

good

Ceiling

good

Cement ~~examined~~

good

Rudder

good

Steering gear and its connections

good

Windlass

good

Have pumps now been examined and found

efficient? yes

Have Sluice Valves now been examined and

found efficient? /

Have Watertight Doors now been examined

and found efficient? /

Have Ventilators and their Coamings been ex-

amined and found efficient? yes.

Air and Sounding Pipes

good

Dblng. Plates under Sounding Pipes

good

Engine Room Skylights

/

Coal Bunkers, Open'gs Lids &amp;c.

/

Oil Bunkers

/

Scuppers

good

Cargo Hatchways

good

Hatches

good

Planking of Wood Vessels

/

Caulking

/

Treenails

/

Breasthooks &amp; Stemson

/

Transoms Pointers &amp; Crutches

/

Timbers of Frame at openings

/

Ditto Ditto at other places

/

Stringers, Clamps &amp; Shells

/

Salting

/

(State if Examined)

Copper or Y.M. of Wood Vessels /

(State if on felt)

When put on, Month / Year /

Boats

good

Masts, Yards, &amp;c.

good

Condition, how ascertained by examination

(State if wedges removed) during erection

Sails

/

Equipment letter

/

Anchors, No. of

4 B

Chain Locker

good

Cables (State if now ranged)

yes

,, Length 270fms mean diamr. 1 1/8"

(on board)

,, Rule length 270fms size 1 1/8"

Hawser &amp; warps

good

Standing and Running Rigging

good

General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24, and pnd 24, &c."

The barge has now been re-erected and it is submitted that it be classed +100 A1 Barge "with freeboard for coastal service between Chittagong & Dacca with record of docking 8-53.

Survey Fee (per Section 29) During erection Rs. 1500/- :

F'd Assign. Rs. 525/-

Travelling expenses (if chargeable) £ Rs. 150/-

Second Surveyor's Fee (if any) Tonnage £ Rs. 210/-

" Exp. Rs. 75/-

Committee's Minute

Character Assigned +100 A1 Barge.

8.53 Cal.

Lloyds A &amp; CP.

Erected at Calcutta.

Fees applied for,

3-9-19 53

Received by me,

19

TUESDAY 29 SEP 1953

For Coastal Service between Chittagong &amp; Dacca

Date of Build 9.51

Cargo battens not fitted.

Surveyor to Lloyd's Register of Shipping.

Blackwood

Lloyd's Register  
Foundation

Is Certificate required so, to be sent to



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.

Assignment of Freeboard. Reports C.11, C.11(Comp) C.12a & Copy previously forwarded copy of provisional load line Certificate attached.

Freeboard marks cut in & painted on ships side checked & found correct.

*W.B. Blackwood*

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.	Cwts.	qrs.	lbs.			
70803	1st Bower ..	10	0	7	-	-	-	12	2	0	21				Britannic	R.Sykes Ltd.	17/5/51) Cradley
70805	2nd " ..	10	0	21	-	-	-	12	4	1	14				" (CS Head)	"	17/5/51) Heath
70809	3rd " ..	10	0	21	-	-	-	12	4	1	14				"	"	17/5/51) H. Phillips
70852	4th " ..	10	0	12	-	-	-	12	2	0	21				"	"	25/5/51)
	<del>Stock</del> ..	40	2	5													
	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 & size per Rule		Description	Makers of Cables	When and where tested and Superintendent
	Length	Diam	Statu- tory	Break- ing	Supplied	Per Rule	Length	Diam.			
	Fathoms	Ins.	Tons	Tons	Cwts qrs. lbs.	Cwts. qrs. lbs.	Fathoms	Ins.			
83429	90	1.1/8	22 <sup>3</sup> / <sub>4</sub>	34 <sup>1</sup> / <sub>2</sub>	59.1.24			1 <sup>1</sup> / <sub>2</sub>	Stud Link	R.Sykes Ltd.	28/3/51) Cradley
83430	90	1 <sup>1</sup> / <sub>2</sub>	"	"	59.2.0			1 <sup>1</sup> / <sub>2</sub>	"	"	28/3/51) Heath
83635	90	1 <sup>1</sup> / <sub>2</sub>	"	"	59.2.0			1 <sup>1</sup> / <sub>2</sub>	"	"	25/4/51) H. Phillips.
<del>Stream Cable</del> Steel Wire	60	C.L.R. 3	18.6				60	3	6 x 12	Hood Haggie	7/3/50 Makers.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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