

Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule
			9 3/4	

Iron Barge "HERKULES"

3m, 3, 10.

3m, 3, 10.

*For Committee to day*

Received by Chief Ship Surveyor *18/10/10*

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME *Iron Barge "Revo"*

Rpt. *Ant* No. *23044*

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, 24/5/92.)

Nature of Survey *Just entry*

HULL

This vessel was built by Messrs. J. T. Tecklenborg at Geestemunde in 1887, and was originally a paddle tug. She is now the property of the Goole & Hull Steam Towing Company, and has been converted into a barge for being towed, and the Owners desire the 100A "Barge" class.

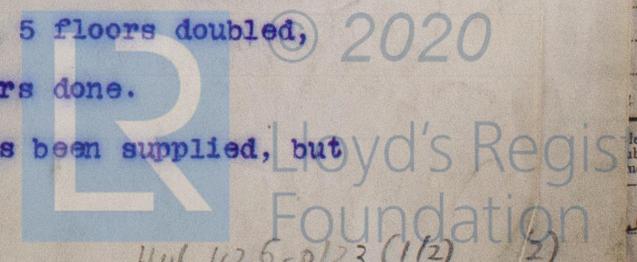
A sketch of the midship section and profile were forwarded by the Hull Surveyors in July last, giving the scantlings of the vessel as she now is.

These scantlings were examined and compared with the present rules for the 100A class, and the Hull Surveyors were informed that provided the requirements of the 2nd. S.S. No. 3, Section 48 of the Rules, were complied with, and the vessel favourably reported upon, she would be worthy of the favourable consideration of the Committee for the class 100A "Barge for being towed".

A First Entry report, together with a report on the 2nd. S.S. No. 3, has now been received from the Hull Surveyors, and the scantlings of the various parts of the vessel have been verified.

The following repairs have been done:— The windlass and steering gear renewed, 2 boats supplied, 5 shell plates, 2 floor plates and several intercostal plates renewed, 5 floors doubled, several reverse frames renewed and minor repairs done.

An equipment of anchors and chains has been supplied, but



HUL 425-0123 (1/2)

HUL 425-0129

es in length? *Yes*

thereon.	Height
	DK

it is found that the anchors, which are stated to be stockless, are only of the weight required for ~~such~~ anchors for Sailing vessels; whereas the practice is, in the case of <sup>such small</sup> sailing vessels <sup>where</sup> stockless anchors are <sup>approved for them</sup> supplied, to add 10% to the weight of the anchors in addition to the weight of the stock.

It is submitted for the favourable consideration of the Committee that the vessel appears worthy to be classed 100A- (Iron) "Barge for being towed" as recommended, with record of survey 10,10 and notation of 2nd.S.S.No.3-10,10.

*100A- (Iron) Barge for being towed*  
*10.10 Hull*  
*2d Hull 2<sup>nd</sup> No 3 10.10*  
*1<sup>st</sup> (Iron)*  
*BK 5" H.B.H. Com.*

*B M R/BH*  
*18/10/10*

It should be pointed out to the Hull Surveyors that in order to entitle the vessel to the figure 1 for equipment in her class, it will be necessary, if stockless anchors are required, for these to be of the weight of anchors required for sailing vessels plus one-fourth for stock with the addition of a further 10%, as required in previous similar cases.

*B 18/10/10*



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HVL 426-0123 (2/2)

HVL 426-0129

es in length? *Yes*