

ADVISE
(Received at London Office 12 OCT 1910) No. 23044
REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10th Oct. 1910 When handed in at Local Office 11th Oct. 1910 Port of Hull

No. in Survey held at Hauldin Date, First Survey 20th June Last Survey 8th Oct. 1910
Reg. Book. on the Wood, Iron or Steel Barge REVO. EX HERKULES. Master B. J. Grand

TONNAGE: Built at Lutterworth By whom J. C. Seckelburg When 1894

GROSS 269 Owners Hook + Hull Steam Sawing Co. Ltd. Port belonging to Hook

UNDER DK. 236 Owners' Address
NET 224 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Hauldin Slipway Destined Voyage Thames

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially 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.)
100 A1
Barge for being Towed (Contemplated)
Society's Freeboard (if assigned) as 1 ft. 11 1/2 ins.
painted on Ship and now verified

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 why they were declined?
Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classing and S.S. No. 3.

The bottom and rudder are in good condition they have been cleaned and recoated.
The whole of the ceiling having been removed, the flat of the bottom and the whole of the frames, stringers, hooks, floor plates, bulwarks, beams, w.t. bulkheads, rivets, and the inner surface of outside plating were exposed, all oxidation was removed, and the various parts recoated.
The holds, peaks, storeroom and cabins are now in good condition.
All disturbed cement has been renewed.
The ceiling in the holds has been entirely renewed.
The deck is in good condition. A complete set of anchors and

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or T.M. of Wood Vessels
Decks	Good	Good	(State if on Felt.)
Caulking of Decks	Good	Good	When put on, Month Year.
Waterways	Good	Good	Boats
Coamings	Good	Good	Masts, Yards, &c.
Beams & Fastenings	Good	Good	Condition, how ascertained
Outside Plating	Good	Good	(State if wedges removed)
Caulking of ditto	Good	Good	Sails
Rivets	Good	Good	Equipment letter
Breasthooks & Crutches	Good	Good	Anchors, No. of
Transoms	Good	Good	Cables (State if now ranged)
Frames	Good	Good	length 165 ft. size 1 1/2
Reverse Frames	Good	Good	Rule length 165 ft. size 1 1/2
Floors	Good	Good	(per Table 22)
Keelsons	Good	Good	Hawser & Warps

Stringers	Dblng. Plates under Sounding Pipes	Copper, or T.M. of Wood Vessels
Inner Bottom Plating	Good	Good
State if Tanks have been examined inside	Good	Good
State if Tanks now tested	Good	Good
Bulkheads	Good	Good
Ceiling	Good	Good
Cement or Asphalt (State which.)	Good	Good
Rudder	Good	Good
Steering gear and its connections	Good	Good
Windlass	Good	Good
Have Pumps now been examined and found efficient?	Good	Good
Have Sluice Valves now been examined and found efficient?	Good	Good
Have Watertight Doors now been examined and found efficient?	Good	Good

Stringers	Dblng. Plates under Sounding Pipes	Copper, or T.M. of Wood Vessels
Have Watertight Doors now been examined and found efficient?	Good	Good
Have Watertight Doors now been examined and found efficient?	Good	Good
Have Watertight Doors now been examined and found efficient?	Good	Good

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,09," or "to remain as classed and to have record of survey, 1,09, and the notations of ss No. 1-09 and ptND09, &c."

This vessel is now in a good and efficient condition, and eligible in our opinion to be classed 100 A1, "Barge for being Towed" with record of survey 10-10, and the notation of S.S. No. 3 in the Register Book.

Survey Fee (per Section 28) £2 Su
Special Damage or Repair Fee (if any) £2 1st Entry Repair
Travelling Expenses (if chargeable) £2
Second Surveyor's Fee (if any) £2
Fees applied for, 11/10/1910
Received by me, James Barclay
Allison R. Wilson
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character Assigned
See Minute on F.B. report
Lloyd's Register Foundation
HUL 426-0135

