

W1381-0182 1/2

TER, NEWCASTLE

TELEPHONE NOS G.P.O. 528 NATIONAL 1528

# Lloyd's Register of British & Foreign Shipping,

Collingwood Buildings, Newcastle-on-Tyne.

LOYDS REGISTER

LONDON

23 OCT 1913

REC'D

ANS'D 23

22nd October 1913.

Sir,

We beg to confirm telegrams exchanged to-day as follows:-

Received. "B.H.C. No.13 hopper barge have heard unsatisfactory"  
"report wire all details you have of case and in"  
"what circumstances vessel has come under your"  
"survey, urgent. Committee".

Sent. "Your wire received B.H.C. 13 hopper when entering"  
"Blyth vessel struck pier necessitating repairs"  
"examination showed other work necessary which the"  
"Builder arranged to make good, repairs being"  
"carried out by Blyth Shipbuilding Co., expected"  
"to complete this week writing fully. Register".,

and have now to report that whilst being towed into Blyth Harbour the vessel struck the pier and sustained slight damage to the port bow and was found to be leaking. She was placed on floating dock and examination revealed a number of items which were not caused by the damage, but required to be rectified. The Owners then instituted a thorough examination of the vessel at which Mr. Milton was present and it was then found that a number of rivets through frame and shell, stem and keel, boundary bars to bulkheads, corner angles of wells, beam arm bracket knees, stringer lugs, intercostal keel plates, connection angles to webs and bulkhead at ends of hopper, frames and hopper sides, slack. A number of liners between



frames and <sup>were</sup> shell short and badly fitting, the coaming plate <sup>on the</sup> starboard side of well <sup>was</sup> weakened by a line of badly punched holes through frame and angle connecting cover of chain lead. On <sup>the</sup> wood fender being removed a few holes in shell were found plugged with wood, and the butts of shell plating had caulking omitted. The fender angles to companion hatchway and rising plates <sup>were</sup> badly fitted. <sup>the</sup> Lower landing seam in hopper well not properly closed.

These defects in workmanship were <sup>are stated to have</sup> only found on close examination, great care <sup>has</sup> having been taken to fill up all spaces and putty and paint over all traces of same.

The Builder has given orders for the making good of every item which was found necessary to be dealt with and the work has proceeded satisfactorily under the supervision of Mr. Milton and Mr. Hudson, who it should be stated were informed of the case and attended from the first examination, when the Builder himself was present.

Mr. Harrison has visited the vessel on two occasions and also interviewed the Builder and the Blyth Harbour Commissioners' Representative, and arranged for the matter to be satisfactorily dealt with.

It is expected that the work will be completed and the vessel taken over at the end of the present week.

We are, Sir,

The Secretary,  
LONDON.

Your obedient Servants,

*George Harrison*  
*E. J. Milton*

0182 2/2



Referred to the Chief Ship Surveyor.

C.R.

OCT 23 1913

Mr. Redman

to note

C.B.



© 2021

Lloyd's Register  
Foundation