

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1913 When handed in at Local Office NOV 13 1913 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book. Survey held at Blyth Date, First Survey 1st Oct. Last Survey 13th Nov 1913
1st on the Wood, Iron or Steel Hopper Barge B H C No 13 Master

TONNAGE:- Built at New Holland By whom W. H. Warren When 1913 9
GROSS 140.29 Owners Blyth Harbour Commissioners Port belonging to Blyth
UNDER DEK 134.16 Owners' Address
134.29 (if not already recorded in Appendix to Register Book)

Used Afloat or in Dry Dock? Yes Name of Dock Blyth S.R. Co. Destined Voyage
Held B or D Ba feet; u E & B feet; f feet; f
Capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

The vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. Port
CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A -
Hopper Barge.
(Hull is contemplated)

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Where 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 not required. Was a damage report made by anyone else? If so, by whom? H. Buckland for Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage through striking the pier end, rounding & heavy weather.

While being towed into Blyth Harbour from Hull, this barge struck pier and afterwards grounded on the South Bank; it was also stated heavy weather had been experienced during the passage. The vessel was found to be making water and was placed on a floating dock for examination and afterwards in a dry dock where the following repairs were effected:-

Due to damage - A number of stem rivets renewed and for made good and plates closed on stem as required; one length of wood plating on Port bow, with iron chafing plate on same removed and

OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Red								As above detailed.
Red and Fair'd or Repaired								
Red or Repaired in place								

CONDITION OF THE	Stringers	Good	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels
Decks	Inner Bottom Plating	Good	Engine Room Skylights	Good	(State if on Fell.)
	State if Tanks have been examined inside	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	When put on, Month Year
	State if Tanks now tested	Good	Scuppers	Good	Boats
	Bulkheads	Good	Charge Hatchways	Good	Masts, Yards, &c.
Plating	Ceiling	Good	Hatches	Good	Condition, how ascertained
Ditto	Cement or Asphalt (State which.)	Good	Planking of Wood Vessels	Good	(State if wedges removed)
	Rudder	Good	Caulking	Good	Sails
	Steering gear and its connections	Good	Treenails	Good	Equipment letter
& Crutches	Windlass	Good	Breasthooks & Stemson	Good	Anchor, No. of
	Have Pumps now been examined and found efficient?	Good	Transoms, Painters, & Crutches ditto	Good	Cables (State if now ranged)
	Have Sluice Valves now been examined and found efficient?	Good	Timbers of Frame at openings ditto	Good	length size (on board)
	Have Watertight Doors now been examined and found efficient?	Good	Ditto ditto at other places ditto	Good	Rule length size
		Good	Stringers, Clamps & Shelves ditto	Good	Hawser & Warps
		Good	Salting (State if examined.)	Good	Standing & Running Rigging

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 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 y, 1, 11," or "to remain as classed and to have record of survey, 1, 11, and the notations of ss No. 1-11 and ptnd 11, &c."

This hopper barge is now in a good and efficient condition and is eligible in our opinion to remain as classed and to have record of survey Bly 11-13

Not exceeding in length 120 ft. Sender of the original To accompany the application for reclassification if the Sender desires when the Telegram is handed as 1d. If containing incurred or sustained by the date of its transmission
Fees applied for, Received by me, George Harrison & Co. Surveyors to Lloyd's Register of British & Foreign Shipping

Committee's Minute Referred to Lloyd's Register Foundation W1381-019012
Character Assigned 100A - Hopper Barge

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE

Continuation of Report No. 65113 dated 13th Nov. 1911 on the

Repairs continued.

Refitted keel rivets renewed and/or made good as found near
the butt strap to bottom plating on port side after end of hopper
well. Found fractured was renewed and several bollards and
fairleads refitted.

Not due to damage but found to be necessary on examination

A number of rivets through frame and shell found slack and/or leaking were renewed or made good; liners behind frames cut out and refitted or renewed as required; several beam knees cut adrift, closed and reriveted; angle leg connection of side stringer angle to frames closed and reriveted where necessary; watertight shell round centre keelson where same passes through hopper and bulkhead refitted, caulked and made good. A few rivets renewed and fitted in side intercostal keelson plates; bulkhead boundary bars recaulked and liners refitted where necessary; angle connection of webs to hopper end bulkhead partly cut adrift and longer liners fitted; all slack rivets in bulkhead stiffeners renewed, ^{new} new liners fitted to corner angles of hopper side bulkheads and riveting and caulking of same renewed and/or made good; several rivets through deck plating and beams renewed and caulking of deck made good; deck angles to companion hatchways and bow and stern rising plates refitted and recaulked; wood belting partly removed to renew

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

ANCHORS.

Number of Certificate.	Anchors. 罾	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collector Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

[illegible]

rivets and caulking behind same, refitted as before. shell
landing at lower part of hopper well closed and
riveted. Hopper well coaming plate, starboard side, found
to be badly weakened by a line of closely spaced
bad holes through same, and frame and ^{door chain} guard case corner
angle of door chains, was cropped and partly renewed
and the frame cropped and partly renewed; one frame
forward port side, found fractured through rivet hole
was repaired by fitting a larger beam arm bracket.

knee to cover same; one frame at port-octel broken repaired by a boxom piece and one frame in port buoyancy chamber cropped and part renewed: several rivets fitted in rudder trunk, deck angles to well coaming plates recaulked and made tight, cement on bottom renewed where disturbed and a few minor repairs effected. Deck and hopper well tested and found satisfactory.

E. J. Milton

E. J. Milton

George Harrison

I.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged 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.