

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10.1.47 When handed in at Local Office 11.1.47 Port of MARSEILLES.No. in Reg. Book 71202 Survey held at Toulon & Marseilles. Date, First Survey 12th Dec. Last Survey 16th December 1946.
(No of Visits 2)on the ~~Steel~~ Steel Screw Steamer "COLONEL VIELJEUX".TONNAGE : Built at South Shields. By whom J. Readhead & Sons Ltd. When 1944 YEAR. MONTH. 8
GROSS 7047 Owners French Government Owners' Address
UNDER DE 6546 Managers Nouvelle Cie. Havraise Péninsulaire (If not already recorded in Appendix to Register Book)
NET 4741 Port belonging to HavreSurveyed Afloat or in Dry Dock Both Name of Dock Arsenal, Toulon Destined Voyage ---Cell D/Bor D/Ba feet ; uE & B feet ; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
total capacity tons. FPT tons ; APT tons ; MT feet tons.

Only alterations in the existing records of tanks should be inserted

N.B. - All alterations in the existing records should be underlined

Yes Now Last Report, No 5283. Port CPP Hpx

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 this 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 - "M", 23.12.46.

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 to why they were declined not required.Society's Freeboard (if assigned) (a) ft ins

Was a damage report made by anyone else if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DRY DOCKING AND HULL DAMAGE.Vessel placed in dry dock, hull cleaned, scraped and recoated.Rudder lifted for examination, wear gudgeon bushes, top 2m/m, bottom 4m/m.sea valves opened up, cleaned and put back in good order.Anchors and cables ranged, examined and found in good condition.REPAIRS:- Damage by striking quay wall whilst entering dry dock.Port side abreast No 1 Hold.- No 4 plate 3rd strake below sheer, after section cropped and partly renewed. Nos 4 & 5 plates, 4th below rivets common landing cut out, plates faired and reriveted.No 21 frame from FP bulkhead cropped, faired and refitted.Nos 20-22 Frames from FP bulkhead, faired in place.On completion of repairs, hull plating hose-tested.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>Good</u>
Caulking of Decks <u>Good</u>	Ceiling <u>Good</u>	Coal Bunkers, Openings, Covers, & c. <u>Good</u>	When fitted, Month <u>---</u> Year <u>---</u>
Coamings <u>Good</u>	Cement or Asphalt <u>Good</u>	Oil Bunkers <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	Masts, Yards, & c. <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained (State if wedges removed) <u>Good</u>
" " in way of sidelights <u>Good</u>	Windlass <u>Good</u>	Hatches <u>Good</u>	Equipment letter <u>A+</u>
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>Good</u>	Planking <u>Good</u>	Anchors, No. of <u>3B 1 S</u>
Reverse Frames <u>Good</u>	Have Sluice Valves been examined and found efficient? <u>Good</u>	Caulking <u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>Good</u>	Treenails <u>Good</u>	" length <u>270</u> mean diam. <u>2 5/16</u>
Transverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	Breasthooks & Stenison <u>Good</u>	(en board)
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>Good</u>	" Rule length <u>270</u> size <u>2 5/16</u>
Keelsons <u>Good</u>	Doubling Plates under Sounding Pipes <u>Good</u>	Timbers of Frame at openings <u>Good</u>	Chain Locker <u>Good</u>
Stringers <u>Good</u>		" " at other places <u>Good</u>	Hawsers & Warps <u>Good</u>
Inner Bottom Plating <u>Good</u>		Stringers, Clamps & Shelves <u>Good</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally? <u>No</u>		Sailing <u>Good</u>	Sails <u>Good</u>
Have the Tanks been tested? <u>No</u>		(State if examined)	

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38 and the notations of ss No. 1-38."

The vessel, as far as seen, is in good condition and eligible, in my opinion, to remain as now classed, with fresh record of survey 12/46.

Survey Fee (per Section 29) Frs. 7.000.- Fess applied for, II/I/47 19
 Special Damage or Repair Fee (if any) (per Sec. 29) Frs. 2.000.- Received by me, --- 19
 Travelling Expenses (if chargeable) Frs. 1.000.- Frs. 10.000.-
 Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Write Own

FRI. 14 FEB 1947

12.46 Tonsubject (h)without spl cond

Surveyor to Lloyd's Register of Shipping.

WED. 16 APR 1947

his now, without spl cond.Record - large buttons not fitted as reprint

If so, to be sent to

One bower anchor was placed on board (see letters dated 5th and 18th June, 1946)

The vessel's name should be removed from the SRL in respect to:-

- Reference to the above-mentioned letter. A door was not fitted at this time, and it has been arranged that the Owners will supply a drawing of the bulkhead in question giving details of the proposed door, before any work is put in hand.

ANCHORS

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

CHAIN CABLES

[illegible]