

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 4th Dec. 1952 When handed in at Local Office 4th Dec. 1952

Port of DUNKIRK

No. in Survey held at DUNKIRK

Date, First Survey 11th.8.52 Lst Survey 6th.9.52

19

69.042 on the ~~Wood~~ ~~Iron~~ ~~Steel~~ French S.S. "MATELOTS PILLIEN & PEYRAT"

TONNAGE :-  
GROSS 7058  
UNDER DK. 6574  
NET 4873

Built at Sunderland

By whom Short Bros. Ltd

When 1943

MONTH 5

Owners Cie Havraise de Navigation

Owners' Address -

Managers a Vapeur (L. Corblet &amp; Cie)

(If not already recorded in Appendix to Register Book)

Port belonging to Marseilles

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Fr. 9

Destined Voyage Ghent &amp; Havre

Cell DBor DBa feet; uE & B feet; f - fee  
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.

Last Report, No. 11302 Port - Du.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER  
\* for Special Survey  
Date of last Survey and of  
Periodical Surveys.

Machinery and Boiler  
Surveys  
(Including date of N.B., if any).

+ 100 A1 with  
freeboard 11.51+ LMC 5.48  
B.S. 2.51

SS.Msl.5.48

T.S.CL. 2.50

= Fitted for oil fuel 3.50

Cruiser Stern

Cargo battens not fitted.-

(Periodical Surveys, when held, must be reported in detail and serially 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 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.

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 why they were declined

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Commencement of Special Survey "B" due 5.52 -  
Load Line Survey Held.-

NOW DONE.- Holds, Tween Decks, Superstructures, Peaks, Part Bunkers, Engine and Boiler Spaces examined and steelwork scaled and recoated where necessary; limbers, close and spar ceiling and pipe casings also cement chocks at vessel's sides removed as required for examination of structure in way.- All tanks (except Oil Fuel D.B. Tanks, No 6 & 7 D.B. Tank, Centre fuel oil bunker, Engine room deep tanks) including Fore and After Peak, forward deep tanks in way of Tunnel; examined internally and tested to rule requirements; Decks casings, boats, masts, rigging and General Equipment; examined; hatchways, ventilators on closing appliances, pumps, watertight door (new) air and sounding pipes, windlass examined.- Freeboard verified.-

P.T.O.... / ...

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place								

## PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks Good	Ceiling Good	Coal Bunkers, Openings, Covers, &c. -	When fitted, Month Year
Coamings Good	Cement or Asphalt Good	Oil Bunkers Part Examined Good	
Beams & Fastenings Good	Rudder -	Scuppers Good	Boats Good
Outside Plating -	Steering gear and its connections -	Cargo Hatchways Good	Masts, Yards, &c. See Rpt
" " in way of sidelights Good	Windlass Good	Hatches Good	Condition, how ascertained By examination (State if wedges removed.) tion None
Frames Good	Have pumps been examined and found efficient? Yes	Planking -	Equipment letter at
Reverse Frames -	Have Sluice Valves been examined and found efficient? -	Caulking -	Anchors, No. of -
Longitudinals -	Have Watertight Doors been examined and found efficient? Yes	Treenails -	Cables (State if now ranged) No
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson -	" length - mean diamr. - (on board.)
Floors See Rpt.	Have Watertight Doors been examined and found efficient? Yes	Transoms, Pointers & Crutches -	" Rule length - size -
Keelsons Good	Have Watertight Doors been examined and found efficient? Yes	Timbers of Frame at openings -	Chain Locker -
Stringers Good	Have Watertight Doors been examined and found efficient? Yes	" " at other places -	Hawsers & Warps Good
Inner Bottom Plating Good	Have Watertight Doors been examined and found efficient? Yes	Stringers, Clamps & Shelves -	Standing and Running Rigging See Rpt
Have the Tanks been examined internally? See Rpt	Have Watertight Doors been examined and found efficient? Yes	Salting -	Sails -
Have the Tanks been tested? " Rpt	Have Watertight Doors been examined and found efficient? Yes	State if examined.	

## General Observations, Opinion as to Class, Recommendation, &amp;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," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in our opinion to remain as classed without fresh record of Survey.- The record of S.S.9.52 Being deferred for completion and repairs within a period of Three months.-

Survey Fee (per Section 29) Fr. 94.500,-

Sp.Att.Fees(Night 2nd to 3rd

Special Damage or Repair Fee (if any)

and part of Night 3rd to 4th

Travelling Expenses (if chargeable)

September 52 10.000,-

Second Surveyor's Fee (if any) Trav. Exp. 11.500,-

Committee's Minute

THU 18 DEC 1952

Character Assigned

Deferred for comp. S.S.

BS952

Fees applied for,

3rd.12.1952

Received by me,

- 19 -

Fr.116.000,-

M.A. &amp; C.B.

Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register Foundation

008831-008838-0021 1/2

-9 DEC 1952

Now same date

If so, is the Report sent now, or when will it be sent?

20m. 4.11. (MADE AND PRINTED)  
The Surveyors are requested not to write on or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

-All shrouds of the fore & after masts : -Shrouds renewed, except fore std shroud of  
rusted. : after mast, which will be renewed on  
: completion of Special Survey. -



DECK AUXILIARIES.-

- N°4 Port winch-Port steam cylinder scratched:-Renewed by spare.-  
& ovalised.-
- Towing winch.- Std steam cylinder badly scratched & ovalised.-

Piping of Hull & Deck.-

- Filling & suction piping of all tanks suction piping of the bilges,
- Wash deck and fire piping.-
- Steam pipes for extinguishing fire of holds.-
- 10 steam & 12 exhaust pipes of windlass and winches badly corroded and partly holed.-

:-Put in order as necessary.-  
:-examined and put in order as necessary-  
2 pipes renewed.-  
:-examined and put in order as necessary.-  
(fore and after valve boxes renewed).-  
:-Renewed (by copper pipes).-  
All pipes tested under working condition

Life boats & Davits.-

- 3 boat air tanks holed.- Other tanks not tight.-

:-3 air tanks renewed & other tanks repaired and all tested.-

TEMPORARY REPAIRS.-

- Tunnel in way of n°5 Hold.-

Std & Port longitudinal bulkhead plates and bottom plate (n°8 axial tank top plate) badly corroded and thinned, together with stiffeners and brackets.-

:-Reinforced with doubling plate of 0,50m. height electrically welded.-

- N°4 Hold.-

Leakage at about 10 rivets of the butt of n°F.8 & F.9 plates on 4th strake below port sheerstrake.-

:-Cement box of: 2,50m.H fitted in n° 54/55 frame space.-

INSTALLATION OF W.T. DOOR TO TUNNEL.-

- Watertight door driven from upper deck has been fitted on bulkhead between engine room & tunnel (as per sketch herewith attached).-

TO COMPLETE THE SPECIAL SURVEY:

- The bottom and rudder, lazarette, chain locker, steering gear, anchors and cables to be examined; n°6 & 7 D.B. Tanks, centre oil fuel bunker, engine room deep tanks to be examined and tested and the following repairs effected: n° 48 & 49 floors(buckled) in n°7 D.B. Tank Port Side to fair-; wasted plating and stiffeners of tunnel in way of n°8 D.B. Tank to be renewed.-
- Defective shell rivets in n°4 hold in way of butt of F.8 & F.9 port side to be renewed - 1 shroud of Main Mast to renew.-

Owners state that survey as above will be complete on vessel's return to france, early part of December 1952.-

Special Reason List.- It is stated that bower anchor supplied Rotterdam 9.50 will be tested on return to France.-

Certificate B issued as per copy herewith attached.-

*A. Asam*



© 2020

Lloyd's Register  
Foundation