



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

plate A1 slightly buckled.  
 Floors in way buckled (8)  
 Cement in tanks cracked and broken.  
 Rudder plates fractured in a few places.  
 Lower rudder pintle bush slack.  
 Repairs for Damage (1) - Keel plates Nos. 1, 2 and 3 renewed.  
 Plates A3 & A4 (ps) renewed.  
 Floors in way (8) cropped and part renewed and part faired in place.  
 Fore peak and No 1 tanks tested. Cement in fore peak and No 1 tank part renewed.  
 Fractures in rudder plates veed out and made good by electric welding.  
 Lower rudder pintle bush renewed.  
 Now Done for Damage (2) - Temporary Repairs were carried out in Rouen.  
 Repairs for Damage (2) - Permanent Repairs have now been effected as undernoted:  
 Starboard Side: - 4th plate in 2nd strake below sheer faired in place.  
 (in No 1 hold) 5th plate in 3rd strake below sheer renewed.  
 Frame at forward bulkhead of deep tank cropped and part renewed for approximately 16 feet.  
 Frame forward of deep tank bulkhead faired in place.  
 Nos 1 & 3 plates of forward bulkhead of deep tank cropped and part renewed.  
 Starboard Side: 5th plate in 2nd strake below sheer faired in place.  
 (in No 2 hold) 6th & 7th plates in 3rd strake below sheer faired in place and rivetting at butts overhauled.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective 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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stato-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

1 frame in way faired in place

Starboard deep tank tested to rule requirements on completion of repairs.  
 Condition - Now Done : Vessel placed in dry dock. Shell plating and rudder cleaned, examined and recoated. Rudder lifted. Decks, casings, hatches, closing appliances, ventilators, steering gear and windlass generally examined and found in an efficient condition.  
 Conversion to Oil Fuel :- The conversion of this vessel to oil fuel burning, which was commenced in Marseilles, has now been completed, in accordance with approved plans and London letters. The arrangements finally adopted are those as shown on plan No 14192 -8B, approved on 20.1.50. .... / .....

Nos 2, 3, & 4 DB tanks, Port, Centre and Starboard bunker tanks (above No 4DB) and two daily service tanks examined internally and afterwards tested to rule requirements.

S.R.L. :- Items dealt with under Damage (2). It is submitted that these items may now be deleted from S.R.L.

Condition Survey after Time Charter Hire ( see Bordeaux report No 5648 dated 20.12.49 ).

The various recommendations made in the above report have now been carried out as under:-

- Fore Mast Derrick - Derrick removed and lower section of mast renewed.
- Starboard cylinder of No 1 starboard winch - spare cylinder fitted.
- Bulwark railing (ps) in way of No 2 hatch repaired.
- Foremast shroud (ps) repaired.
- 15 wood hatch covers renewed.

The fore mast derrick has not yet been tested and it is recommended that it be tested at the earliest opportunity convenient to the Owners.

*BoG*

Certificates " B " and " F " attached.

Attached to this report is a copy of modifications carried out since the last Load Line Survey. A copy has been handed to Owners to be attached to C.11 on board.  
*from which it is noted that Nos 2, 3 & 4 d. b. tanks have been converted for the carriage of oil fuel.*

Rpt. 9a.

Nantes

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9th March 1950

Port of

S.S. "MATELOST PILLIEN ET PEYRAT"

Continuation of Report No.

dated

on the

Modifications carried out since the last load line survey.

Vessel converted to oil fuel burning.

Cross bunkers converted to 3 oil fuel tanks. Fuel oil being carried in Nos. 2, 3, & 4 DB tanks, Port, Centre and Starboard bunker tanks, and Port and Starboard daily service tanks. Cofferdam formed at aft end of No 4 DB tank.

All additional air pipes 100 m/m diameter. All air pipes from oil fuel tanks led to freeboard deck and fitted with goose necks with hinged steel covers and gauze screen at mouth.

*B. O. Gibbs*

B.O. GIBBS

Surveyor to Lloyds Register of Shipping

Nantes



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Foundation

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