

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17th March 1950 When handed in at Local Office 17th March 1950 Port of Nantes
No. in Survey held at La Pallice Date, First Survey 5.1.50 Last Survey 9.3. 1950
Reg. Book 12430 on the Wood Iron & Steel "MATELOTS PILLIEN ET PEYRAT" (No. of Visits 5)

TONNAGE: Built at Sunderland By whom Short Bros. Ltd. When 1943 5
GROSS 5052 7058 Owners Cie Havraise de Navigation à Vapeur Owners' Address
UNDER DK 6574 Managers L. Corblier & Co Port belonging to Marseilles
NET 4873

Surveyed Afloat or in Dry Dock? Both Name of Dock La Pallice Destined Voyage
Cell DBor DBa feet; uE & B feet; f feet
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. 5648 Port Bou Bde

(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 Yes

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

Owners' French Underwriters appointed Was a damage report made by anyone else? if so, by whom Yes—French Underwriters' Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Condition, Conversion to oil fuel, SRL and Condition Repairs after Time Charter Hire.

Damage (1) - Stated to have been caused by grounding on 3rd August 1949 at Bender Filuk while on voyage Djibouti to Diego Suarez.

Damage (2) - Stated to have been caused by contact with tug "OBEISSANCE" on 11th June 1949 in port of Rouen while on voyage Sapac to Rouen.

For further details, please see vessel's Log Books.

Now Done for Damage (1) - Bottom plating forward and rudder examined.

Found

Keel plates Nos. 1, 2, and 3 from forward (ps) considerably buckled.

Plates A3 and A4 buckled.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	3							Keel plates 3
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	5	3		8				

PRESENT CONDITION OF THE

Decks Good	Bulkheads Part exam. Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks -	Ceiling -	Coal Bunkers, Openings, Covers, &c. Good	When fitted, Month Year
Coamings Good	Cement or Asphalt Part exam. Good	Oil Bunkers Good	Boats Good
Beams & Fastenings Good	Rudder Good	Scuppers Good	Masts, Yards, &c. Good
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained from deck (State if wedges removed.)
" " In way of sidelights -	Windlass Good	Hatches Good	Equipment letter a (2)
Frames Part exam. Good	Have pumps been examined and found efficient? Yes	Planking	Anchors, No. of 3B & IS
Reverse Frames -	Have Sluice Valves been examined and found efficient? -	Caulking	Cables (State if now ranged) No
Longitudinals -	Have Watertight Doors been examined and found efficient? -	Treenails	" length stated complete (on board.)
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length 270 size 2
Floors Part exam. Good	Air and Sounding Pipes Part ex. Good	Transoms, Pointers & Crutches	Chain Locker Not examined
Keelsons -	Doubling Plates under Sounding Pipes No	Timbers of Frame at openings	Hawsers & Warps Good
Stringers -		" " at other places	Standing and Running Rigging Good
Inner Bottom Plating part ex. good		Stringers, Clamps & Shelves	Sails -
Have the Tanks been examined Internally? See report		Salting	
Have the Tanks been tested? See report		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," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

This vessel so far as now seen is in efficient condition and eligible in my opinion to remain as now classed with fresh record of survey 3.50 without special condition regarding repairs to set in side plating etc... (Bower anchor to supply)

Survey Fee (per Section 29) Docking 9.805 :Frs Fees applied for, 20.3 1950
Special Damage & Repair Fee (if any) 44.275 Frs
Conversion to oil fuel 35.500 Frs
Travelling Expenses (if chargeable) 7.600 :Frs
Damage 2.750 Frs
Second Surveyor's Fee (if any) :
Certificate "F" 1.000 Frs
Committee's Minute TUES. 25 APR 1950

Character Assigned 3.50 Nav. subject (H)
Wite Mte. S.2.50 BS 3.50.

Fitted for oil fuel 3.50 F.P. above 150°F.

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Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Rpt. 9a.

Nantes

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9th March 1950

Port of

Continuation of Report No.

dated

on the

S.S. " MATELOST PILLIEN ET PEYRAT "

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

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Surveyor to Lloyds Register of Shipping

Nantes



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Lloyd's Register
Foundation

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