

3 NOV 1944

10360

## REPORT OF SURVEY FOR REPAIRS, &amp; DISCLOSED

Date of writing Report 24 May 1945 When handed in at Local Office 25.5.1945 Port of MARSEILLES

BAY No.....

No. in Reg. Book 22672 Survey held at MARSEILLES Date, First Survey 26.8.42 Last Survey 11.3.1943 (No of Visits 32)

TONNAGE : Built at *Deane* By whom *Fazal & Chant. Mediterran* When YEAR. MONTH. 1915 . 8  
 GROSS 4202 Owners *Comp. Generale Peninsulaire de navigation* Owners' Address  
 UNDER DE 6442 Managers Port belonging to *Deane*  
 NET 1534

Surveyed Afloat in Dry Dock *Yes* Name of Dock *Marseilles Berth* Destined Voyage  
 Cell D Bor DBa feet ; u E & B feet ; 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 10199 Port *Marseilles*

(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 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 to why they were declined *Not Required*

Society's Freeboard (if assigned) (a) 10 ft 11 ins painted on Ship and now verified

Was a damage report made by anyone else if so, by whom *Yes. Mr. Paulignante*  
 REPAIRS, OR EXAMINATION AS PER RULE, FOR *DAMAGE* stated to have been sustained 1<sup>st</sup> through fire in lower side bunkers aft (S.S.) on the 30<sup>th</sup> of October 1943 at Marseilles and 2<sup>nd</sup> through vessel touching quay wall whilst manoeuvring at Marseilles on the 11<sup>th</sup> of February 1945  
*Now Done :-*

1<sup>st</sup> DAMAGE REPAIRS:

Main deck at after end of refrigerating machinery compartment : four deck plates renewed and one stringer plate removed, faired and replaced.

Aft. lower side bunkers : E.R. bulkhead plating faired in place.

2<sup>nd</sup> DAMAGE REPAIRS: Vessel examined in dry dock.

Shell plating (P.S.) (counting from aft) : (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 .....		1 (P.T. removed)					4	
Removed and Faired or Repaired .....	1						1	
Faired or Repaired in place .....	3	4						

## PRESENT CONDITION OF THE

Decks <i>Good</i>	Bulkheads <i>Good</i>	Engine Room Skylights <i>Good</i>	Copper, or Y.M. (State if on felt.)
Caulking of Decks <i>"</i>	Ceiling <i>"</i>	Coal Bunkers, Openings, Covers, & c. <i>"</i>	When fitted, Month Year
Coamings <i>"</i>	Cement or Asphalt <i>Cement</i>	Oil Bunkers <i>"</i>	Boats <i>Good</i>
Beams & Fastenings <i>"</i>	Rudder <i>Good</i>	Scuppers <i>Good</i>	Masts, Yards, & c. <i>From aft</i>
Outside Plating <i>"</i>	Steering gear and its connections <i>"</i>	Cargo Hatchways <i>"</i>	Condition, how ascertained (State if wedges removed)
" in way of sidelights <i>"</i>	Windlass <i>"</i>	Hatches <i>"</i>	Equipment letter <i>97</i>
Frames <i>"</i>	Have pumps been examined and found efficient ? <i>Good</i>	Planking <i>"</i>	Anchors, No. of <i>8 &amp; 15</i>
Reverse Frames <i>"</i>	Have Sluice Valves been examined and found efficient ? <i>Good</i>	Caulking <i>"</i>	Cables (State if now ranged)
Longitudinals <i>"</i>	Have Watertight Doors been examined and found efficient ? <i>Good</i>	Treenails <i>"</i>	length <i>270</i> mean diamr. <i>5.5</i> (en board)
Transverses <i>"</i>	Have Ventilators and their Coamings been examined and found efficient ? <i>Good</i>	Breasthooks & Stemson <i>"</i>	Rule length <i>270</i> size <i>5.5</i>
Floors <i>Good</i>	Air and Sounding Pipes <i>"</i>	Transoms, Pointers & Crutches <i>"</i>	Chain Locker <i>Good</i>
Keelsons <i>"</i>	Doubling Plates under Sounding Pipes <i>"</i>	Timbers of Frame at openings <i>"</i>	Hawsers & Warps <i>Sufficient</i>
Stringers <i>"</i>		" at other places <i>"</i>	Standing and Running Rigging <i>Good</i>
Inner Botter Plating <i>"</i>		Stringers, Clamps & Shelves <i>"</i>	Sails
Have the Tanks been examined internally ? <i>Yes</i>		Sanding (State if examined)	
Have the Tanks been tested ? <i>Yes</i>			

## 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 my opinion to remain as classed with a fresh record of Survey Msl. 3.43 and with a fresh notation of 2<sup>nd</sup> S.S. Msl. N° 3 - 3.43.*

Survey Fee (per Section 29) <i>S.S. N° 3.43</i>	£ 16.00	Fees applied for, 25.5.1945	£ 19.43
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 32.00	Received by me, 26.3.1945	£ 21.300
Travelling Expenses (if chargeable)	£ 5.00		
DAMAGE & REPAIR FEE	£ 16.00		
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned *No action*

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1048-0040 1/4



on the

S/S "CONDE"

Thickness of shell plating ascertained by drilling.

REPAIRS NOW CARRIED OUT :-

Om

(See 2<sup>nd</sup> Cont<sup>y</sup>)

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Lloyd's Register

W1048-0040<sup>2/4</sup>

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

If Stokless, state Mechanical effects

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

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

The masts, rigging, general equipment, hawsers, steering engine and gear with its connections examined. Windlass, pumps, boats, watertight doors, air and sounding pipes examined. Hatchways, coamings, hatchcovers, tarpaulins and battening down arrangements examined. Ventilators their coamings and covers examined. Closing appliances of all superstructure examined. Doubling plates are fitted under all sounding pipes. Freeboard markings verified.

(Dec 1<sup>st</sup> Conty)



2nd Contn)

S/S "CONDE"

N° 5 hold: W.T. bulkhead plating between N° 4 & 5 holds in way of bilge renewed. Bilge brackets under hold pillar (P & S.) renewed.

N° 5 hold 'tween deck: (P.S.) after most stringer plate and one shell frame in way partly renewed.

Boiler room: (P.S.) two bilge brackets renewed; two bilge brackets and several shell frames strengthened with angle bar. (S.S.) four bilge brackets renewed and three shell frames strengthened.

Crossbunkers: W.T. bulkhead: lower part renewed.

Two tie beams (P & S) part renewed and their rider plates with brackets renewed.

Four shell frames (P & S) strengthened and four upper deck beam knee brackets renewed.

'Tween deck hatch coamings and several hatch trunk plates renewed.

Lower pocket bunkers (P & S): lower part of boiler room bulkhead plating renewed.

Aux. boiler casing: (P & S): lower part of bulkhead plating renewed. The four channel bar stiffeners of the aux. boiler casing top renewed.

Engine room store (P.S.): two shell frames partly renewed and two shell frames strengthened with angle bar.

Shelter deck aft: fourteen deck plates renewed.

Shelter deck fwd: one deck plate (P.S.) partly renewed and deck plating between forecabin and N° 1 hatch and between N° 2 hatch and saloon doubled.

Main deck: In way of space above after peak tank: one deck plate renewed and one stringer plate (P.S.) doubled.

In way of compartment containing brine leads to N° 2 hold: three stringer plates and three deck plates renewed.

In way of crossbunkers 'tween deck: (P.S.) five deck plate part renewed and one deck plate completely renewed.

In way of anchor chain leads: deck plating doubled.

Forecastle deck: stringer plates (P & S) in way of gutter way doubled and gutter way angle bar partly renewed.

Chain locker: lower part of chain locker bulkhead <sup>side</sup> plating renewed and lower part of centre bulkhead renewed.

Forepeak tank: three deep floor renewed and centre keelson plating partly renewed.

Wry tank: (P.S.) four intercostal plates renewed, one floor plate cropped and part renewed and four floors stiffened with angle bar.

Off. (See 3rd Contn)



3rd Contn)

S/S "CONDE"

No. 3 D.B. tank: (S.S.) four floor plates faired and stiffened with vertical channel bar. (S.S.) one floor plate faired and stiffened.

No. 5 hold well: Centre keelson doubled over three floor spaces. After W.T. floor doubled.

Port anchor: shackle pin renewed.

Rudders: four bushes renewed.

Fidely top: all plating renewed.

Several E.R. skylight covers renewed.

Rigging: four after mast shrouds renewed and all rigging screws overhauled. Fore mast stay with shackle renewed and all rigging screws overhauled.

Damson posts: three shrouds renewed.

Two funnel stays renewed.

About sixty wooden hatch covers renewed.

A great many lengths of air and sounding pipes renewed.

*Opw.*