

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

Date of writing Report 29th Oct. 1951 When handed in at Local Office 29th Oct. 1951 Port of NANTES  
 No. in Reg. Book. 22433 Survey held at NANTES Date, First Survey 10th July 51 Last Survey 15th October 1951  
 on the Wood, Iron or Steel Single Screw Steamer "PENTHIEVE"

TONNAGE:— Built at Grangemouth By whom Grangemth Dkyd.Co.Ld. When 1920  
 GROSS 1731 Owners Cie Nantaise des Chargeurs de l'Ouest Owners' Address  
 UNDER DEK 1386 Managers — Port belonging to NANTES  
 NET 650

Surveyed Afloat or in Dry Dock? Both Name of Dock Nantes Destined Voyage  
 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. 145 Port Ntb

(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

No damage reported

Was a damage report made by anyone else? if so, by whom? no

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special survey and Load Line assignment.

Now Done:— Vessel placed in dry dock. Shell plating &amp; rudder cleaned, examined &amp; recoated. Rudder lifted.

Examined decks, casings, engine & boiler spaces, under engines & boilers, chain locker, anchors & cables, fore peak tank internally, fore peak spaces, aft peak tank internally, aft peak spaces, all D.B. tanks internally, deep tanks internally, all cargo tanks & cofferdams internally, tunnel well, plating under sidelights, hatchways, covers & fastening arrangements, air & sounding pipes, masts, rigging (no wedges), windlass, steering gear & leads, ventilators, pumps, W.T. door, equipment & boats.

Deck covering removed as required.

P.T.O...

All D.B. tanks, aft peak tank, deep tanks &amp; cofferdams tested (Fore peak - dry tank)

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

## PRESENT CONDITION OF THE

Decks good	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. (State if on Falk) When fitted, Month Year
Caulking of Decks —	Celling —	Coal Bunkers, Openings, Covers, &c. —	Boats good
Coamings good	Cement or Asphalt good	Oil Bunkers good	Masts, Yards, &c. good
Beams & Fastenings —	Rudder good	Scuppers good	Condition, how ascertained aloft (State if wedges removed.) no wedges
Outside Plating good	Steering gear and its connections good	Cargo Hatchways good	Equipment letter —
" " in way of sidelights good	Windlass good	Hatches good	Anchors. No. of 3B & 1S
Frames good	Have pumps been examined and found efficient? yes	Planking —	Cables (State if now ranged) good ranged
Reverse Frames good	Have Sluice Valves been examined and found efficient? —	Caulking —	" length 240 mean diam. 1 21 (on board.) 11 52
Longitudinals —	Have Watertight Doors been examined and found efficient? yes	Treenails —	" Rule length 240 size 1 16
Transverses —	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson —	Chain Locker good
Floors good	Have the Tanks been examined internally? yes	Transoms, Pointers & Crutches —	Hawsers & Warps good
Keelsons good	Have the Tanks been tested? yes	Timbers of Frame at openings —	Standing and Running Rigging good
Stringers good	Air and Sounding Pipes good	" " at other places —	Sails —
Inner Bottom Plating good	Doubling Plates under Sounding Pipes good	Stringers, Clamps & Shelves —	
		Sanding —	
		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 as now seen is in efficient condition and eligible in my opinion to remain as now classed with fresh record of SS Nts 10.51 and of docking 9.51 (vessel undocked 29.9.51).

Survey Fee (per Section 29) S.S.	£ 143.100 Frs	Fees applied for,
Docking	6.360 Frs	10.
Special Damage or Repair Fee (if any)	£ :	Received by me,
Freeboard assignment (per Sec. 29)	20.140 Frs	19.
Travelling Expenses (if chargeable)	£ 2.850 Frs	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute TUES. 11 DEC 1951

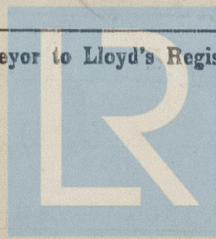
Character Assigned 9.51 Nts. + HMC 10.51

S.S. Nts 10.51

CERTIFICATE WRITTEN

S. 9.51

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



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Survey for assignment of freeboard, carried out and reports C11 & C12 (c) forwarded to London office.

Repairs:- Deck plating in way of cargo tanks 43 & 44 & side cofferdams (P & S) cropped & part renewed approx. 6'.0 x 3'.0 -

D.B. tank top plating doubled viz:-

No1 D.B. tank top in way of No3 cargo tank approx. 3ft x 3ft.

No 5      "      "      "      4ft x 3ft.

Nº6      "      "      "      5ft 3 x 1ft 8

No9 " " " 9ft 6 x 6ft 0

No2 D.B. tank top in way of No16 " " " 4ft3 x 9ft0 and 3ft6 x 9ft

Nº 17      "      "      "      5ft 0 x 1ft 8

Nº 18      "      "      "      5ft 0 x 9ft 3

Nº19 " " " 5ft 0 x 1ft 7

Nº20      "      "      "      5ft 0 x 9ft 6

No 21      "      "      "      5ft 0 x 9ft 6

No 3 D.B. tank top in way of cargo tanks No 23 approximately 1ft 3 x 6ft 6

Nº24 " 7ft 3 x 9ft 9

Nº25 " 3ft 6 x 8ft

No26 " 3ft 6 x 8ft

No29 " 1ft 8 x 5ft

No 31 " 10ft 0 x 6ft

Nº32                      "                      10ft 0 x 6ft

No 33 " 1ft 3 x 6ft

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.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower													*If Patent state name of Patent.		
	2nd "															
	3rd "															
	Collecting 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.

[illegible]

Engine Room Fresh water tank top (ps) cropped & part renewed over three areas:-

approx. 9ft 6 x 5ft 3 - 10ft 0 x 5ft 0 and 8ft 6 x 2ft 9 & doubled over 6ft 3 x 1ft 0.

Dry tanks under boilers:- Tank end of starboard tank doubled. Centre girder in cofferdam doubled.

All steering chains renewed. Chains 26 m/m dia. All chains proof tested to 13,000 Kgs.

Fairleads rebushed and new pins fitted.

Alterations:- Original cargo tanks Nos 7, 8, 9 & 10 (fwd) and Nos 23, 24, 25, 26, 27, 28, 33, and 34 (aft) have been divided in accordance with attached plan. During testing of the divided tanks deflections of the corrugated division bulkheads in the longer tanks

Rpt. 9a.

Port of NANTES

Continuation of Report No. 253

dated 29th October 1951 on the

S. S. " PENTHIEVRE "

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forward and aft, were measured. The deflections measured in a horizontal plane at mid depth were 18 to 22 mm. Strongly constructed tubular stays have been fitted extending from port to starbd, at one third of depth of tank from bottom, in tanks Nos 7, 8, 9 and 10 (Fwd), and in tanks Nos 31, 32, 33, 34 and 35, 36, 37, & 38 (aft). (These are the new tank numbers).

Additional hatches which serve as expansion tanks have been provided for all additional tanks and are of similar construction to original.

Side cofferdams Fwd (p & s) now modified to form deep trimming tanks - from frame No 64 to 74 1/2. These tanks are to be used only when loading and discharging cargo.

Pumping arrangements modified as per attached plan.

NOTE :- All cargo tanks have been thoroughly sand blasted and coated with " Plexilaque " a product of Société Méridionale de la Quage, Montpellier. It is understood that this product is specially prepared for tanks used for carriage of wine in bulk.

Copy of Cert. B attached.

Copy of Cert. F attached.