

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd April 1948 When handed in at Local Office 1948 Port of NantesNo. in Survey held at Nantes Date, First Survey 16th July 1946 Last Survey 31st March 1948

Reg. Book. 39037 on the Wood Iron or Steel screw steamer "Penthievre" ex Casard (No. of Visits 64)

1731 TONNAGE 1602 Built at Grangemouth By whom Grangemouth D. & Co. Ltd. When 1942

GROSS 1135 Owners C. Montaix des Chateaux & L'Ouest Owners' Address Place du Sanitat Nantes

UNDER DK. 1386 Managers Port belonging to Nantes

NET 650 650746

Surveyed Afloat or in Dry Dock? both Name of Dock Floating dock Destined Voyage Nantes - Algeria

Cell D B or D Ba 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. 12517 Port Mch

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR reclassification, special periodical survey and conversions

for carrying wine in bulk.

Now done. Vessel placed on floating dock; bottom, top sides, decks, bulkheads and Vant top sounded by drilling and repaired as necessary, and after repairs executed. Conversions in Vant top executed as per approved plans. Coal bunkers remade and converted in oil fuel bunkers. All hatches changed for Vant hatches. All deck houses completely rebuilt and modified. All deck equipment, windlass, winches, Vant to ship and repaired as necessary. Rigging examined and repaired. Steering gear and rudder examined. Ventilators, leadings examined and put in red. Accommodation completely remade. All external and internal steel or wood work throughout vessel examined, scaled and cleaned examined and put in order.

Repairs now done. Rudder lifted and all pulleys renewed

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	54	18	/	17	12	38	10 Bulkhead plates & 22 stiffeners	
Removed and Faird or Repaired	21	11	/	12	8	4	all deck house leadings and plating.	
Faird or Repaired in place ...	38	26	/	31	11	5	Many other works	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good	Ceiling	no water	Coal Bunkers, Openings, Covers, &c.	good	When fitted, Month	Year
Caulking of Decks	new	Cement or Asphalt	good	Oil Bunkers	new	Boats	good
Coamings	good	Rudder	good	Scuppers	good	Masts, Yards, &c.	good
Beams & Fastenings	good	Steering gear and its connections	good	Cargo Hatchways	new	Condition, how ascertained	above
Outside Plating	good	Windlass	good	Hatches	new	(State if wedges removed.)	
" " in way of sidelights	do	Have pumps been examined and found efficient?	yes	Planking		Equipment letter	g
Frames	good	Have Sluice Valves been examined and found efficient?	yes	Caulking		Anchors, No. of 3 lower, 2 higher	
Reverse Frames	good	Have Watertight Doors been examined and found efficient?	yes	Treenails		Cables (State if now ranged)	yes
Longitudinal beams	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems		" length 28 ft mean diam.	1.42"
Transverses	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" Rule length 11 ft size 1 1/2"	1 1/2"
Floors (longitudinal)	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		Chain Locker	good
Keelsons	good			" " at other places		Hawsers & Warps	new
Stringers	good			Stringers, Clamps & Shelves		Standing and Running Rigging	good
Inner Bottom Plating	good			Salting	State if examined.	Sails	
Have the Tanks been examined internally?	yes						
Have the Tanks been tested?	yes						

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, thought repaired and converted for carrying wine in bulk is now in very good condition and practically submit, and eligible, in my opinion, to be reclassified 100 A1 3.48. Doing date 3.48. fitted for carrying wine in bulk - FP above 150°F.

NOTE. Please note new Notations for R.B. - The vessel is now to be classed by Lloyd's R.S. and also by Bureau Veritas.

Survey Fee (per Section 29)	£55.700	Fees applied for,	
Conversion to wine Vant	£52.400	1/4 1948	
Special Damage or Repair Fee (if any)		Received by me,	
Travelling Expenses (if chargeable)	£9.600	19	
Second Surveyor's Fee (if any)			
Committee's Minute			

Character Assigned Amend class 100 A1

Delete Cargo Carrying wine in bulk FP above 150°F

Note: this not fitted & record 3.48 N/E S.S. 15-3.48 (Dr) + LMC 3.48

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