

Date of writing Report 13th Feb. 1933 When handed in at Local Office 1933 Port of CAEN (France)

71980 on the Wood, Iron or Steel Sc. Steamer SAINT-BONIFACE Master  
TONNAGE:— Built at Caen By whom Chantiers Navals Français When 1924

Surveyed Afloat or in Dry Dock?		Dry Dock Name of Dock	Forme N° 5	Destined Voyage
W.B. - C.H.D.B. - D.B.				Swansea & Persian Gulf

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing girders, and of the inner bottom plating, especially in the boiler suez.

(Periodical Surveys, when held, must be reported in detail and serialisation in the terms of the Rules. 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. ....

REPAIRS, OR EXAMINATION AS PER RULE, FOR the Recommended Repairs of Damage stated to have been sustained by vessel coming in contact with some submerged objects during voyage from the Builders' Yard at Blainville to entry into Dry Dock at Cherbourg, from 23rd to 27th November 1922, for the purpose of having the ship's bottom cleaned and painted before undergoing her speed and other trials (See Caen Report N° 80); and for the recommended repairs of further damage stated to have been sustained by vessel coming in contact with some submerged object while afloat from the 10th to 28th December 1922, during which time her speed and other trials were undergone (see Caen Report N° 84).

PRESENT CONDITION OF THE		
Decks .....	State if Tanks have been examined inside .....	Dblg. Plates under Sounding Pipes .....
Caulking of Decks .....	State if Tanks now tested .....	Engine Room Skylights .....
Waterways .....	Bulkheads .....	Coal Bunkers, Open'gs, Lids, &c. ....
Coamings .....	Ceiling .....	Souppers .....
Beams & Fastenings .....	Cement or Asphalt .....	Cargo Hatchways .....
Outside Plating .....	(State which.)	Hatches .....
Caulking of ditto .....	Rudder .....	Planking of Wood Vessels .....
Rivets .....	Steering gear and its connections .....	Windlass .....
Breasthooks & Crutches .....	Windlass .....	Caulking ditto .....
Transoms .....	Have Pumps now been examined and found efficient? .....	Treenails ditto .....
Frames .....	Have Sluice Valves now been examined and found efficient? .....	Breasthooks & Stemson ditto .....
Reverse Frames .....	Have Watertight Doors now been examined and found efficient? .....	Transoms, Pointers, & Crutches ditto .....
Floors .....	Have Ventilators and their Coamings been examined and found efficient? .....	Timbers of Frame at openings ditto .....
Keelsons .....		Ditto ditto at other places ditto .....
Stringers .....		Stringers, Clamps & Shelves ditto .....
Inner Bottom Plating .....		Salting ditto .....
		(State if examined.)
		Copper, or Y.M. of Wood Vessels .....
		(State if on Belt.)
		When put on, Month .....
		Boats .....
		Masts, Yards, &c. ....
		Condition, how ascertained .....
		(State if wedges removed)
		Sails .....
		Equipment letter .....
		Anchors, No. of .....
		Cables (State if now ranged) .....
		„ length .....
		„ (on board) .....
		„ Rule length .....
		Hawser & Warps .....
		Standing & Running Riggings .....

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 now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No. 1-15 and ptND15, &c.*"

Survey Fee (per Section 98)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 98)	£ 3.	:	2000 :-	15 Feb. 1923
Travelling Expenses (if chargeable)	£ 3.	:	948 :-	Received by me,
Second Surveyor's Fee (if any)	£	:	:	<i>Card</i> 19

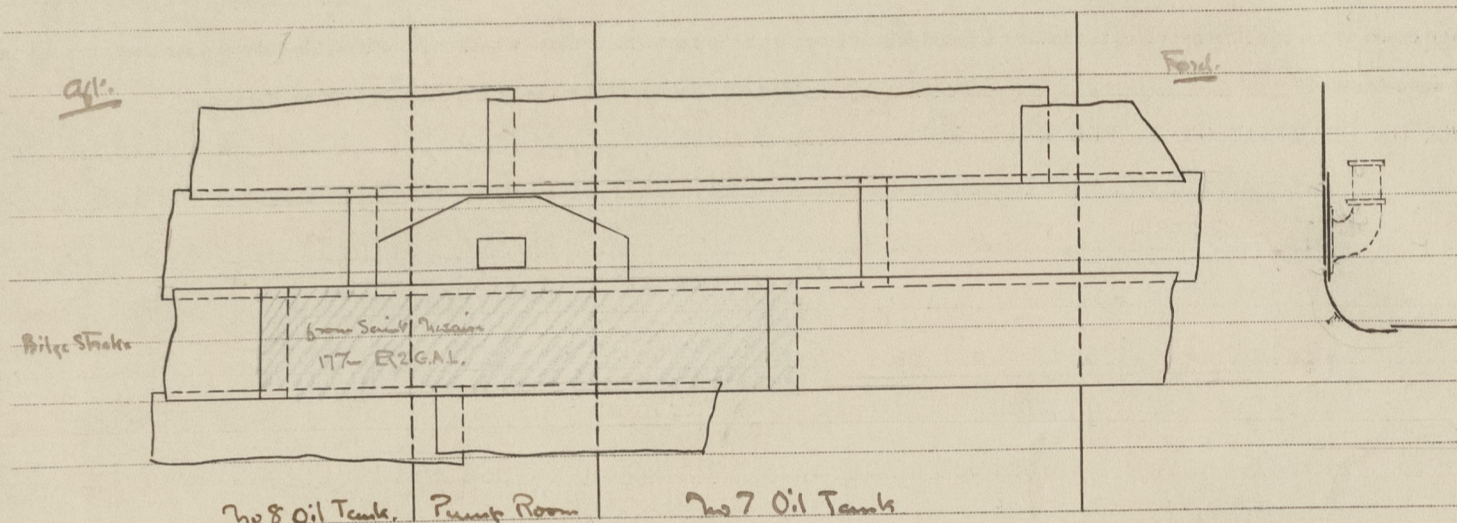
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ON STARBOARD SIDE IN WAY OF N° 7 OIL TANK,

1 indented and scored shell plate on	
round of bilge, extending from N° 7 to	A new plate fitted in place
N° 8 Oil Tanks, removed.	
1 set in longitudinal frame in way of same.	faired in place
1 indented shell plate in strake above.	faired in place
1 buckled length of bulb plate bilge	faired, the scores welded u
keel removed	and replaced

Nos 7 & 8 Starboard Oil Tanks were filled with water to Rule pressure; the riveting and caulking in way of repairs examined, and found satisfactory.



Sketch from Dry Dock showing position of new shell plate. Starboard Side

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 TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collector's 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]

ON PORT SIDE IN WAY OF N° 7 OIL TANK

1 indented and scored shell plate on	}	
round of bilge, extending from N° 7 to		A new plate fitted in place
N° 8 Oil Tanks, removed		
1 set in longitudinal frame in way of same removed, faired, and replaced		
1 indented and scored shell plate in	}	
strake above, extending across Pump Room,		A new plate fitted in
removed.		place.

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(continued)

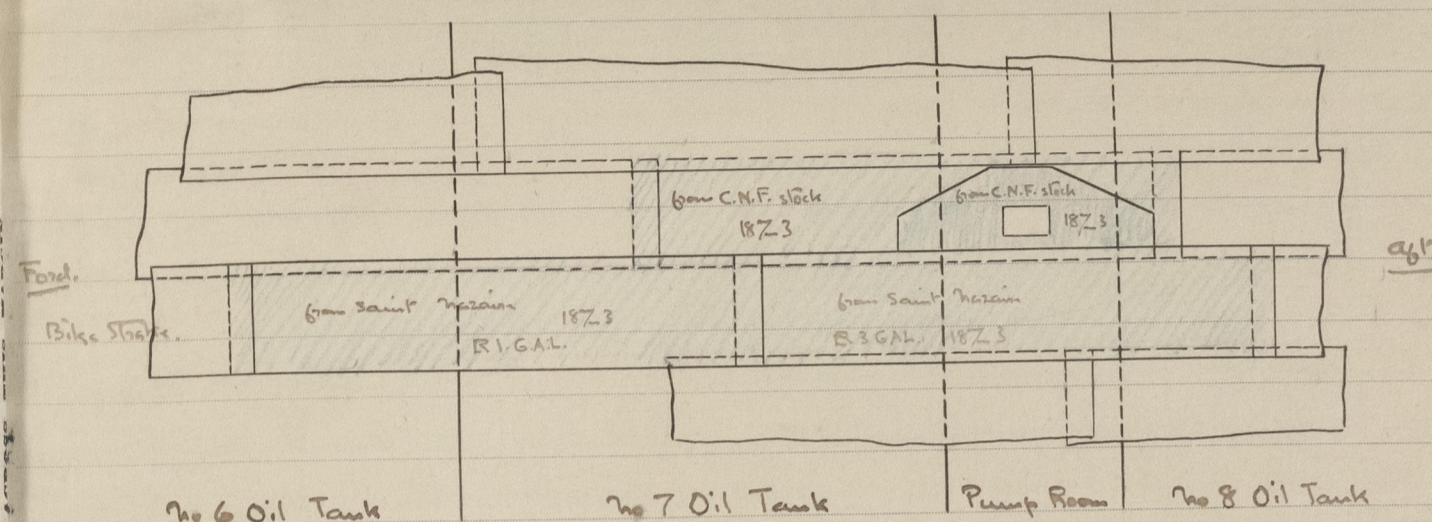
pt. 9a.

Port of C A E N (France)

Continuation of Report No. 86

dated 6th February 1923 on the S.S. St BONIFACE  
N° 71980

The scored doubling plate, in way of	}	A new doubling plate fitted
Pump Room sea-connection, removed		
1 scored shell plate on round of bilge,	}	A new plate fitted in place.
extending from N° 6 to N° 7 Oil Tanks		
removed	}	



Sketch from Dry Dock showing position of new shell plates. Port Side

ON PORT SIDE IN WAY OF N° 10 OIL TANK (aft),

ON PORT SIDE IN WAY OF N° 3 OIL TANK (Forward),

The steam heating coils, which were removed and replaced in Nos 7 & 8 Oil Tanks Starboard, and in Nos 6, 7 & 8 Oil Tanks Port, in way of the Damage Repairs, were all satisfactorily tested under steam to 14 Kgs per CM<sup>2</sup>.