

PORT OF SURVEY FOR REPAIRS, &c.

Survey held at Saint Nazaire Date, First Survey 16th July 47 Last Survey 1st August 1948
 the Wood, Iron or Steel S/S Saint Bertrand ex Chemnitz (No. of Visits 32)
 By whom Bremer Vulkan YEAR 1929 MONTH 1929
 Owners Compagnie Generale Transatlantique Owners' Address 6 Rue Auber Paris
 Managers Port belonging to Marseille

at or in Dry Dock? both Name of Dock N°1 St Nazaire Destined Voyage Pacific Trade
 feet; uE & B... feet; f... feet
1128 tons. FPT 72 tons; APT 35 tons; MT... feet tons.

all alterations in the existing records should be underlined.

Port, No. Port

when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete
 repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to
 and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the
 Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.
 dates and initials of any letters respecting this case.

es where the Surveyor has not made a special damage report he is required to state whether he
 is services for this purpose and to whom and why they were declined no damage report

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

EXAMINATION AS PER RULE, FOR Classification, Special Hull, machinery and boilers survey, con-
to oil fuel burning and after the 7th trip of the 7/8/48, damage survey-
performed in 1939 - Surveyed by L.R. during the war, but not classed, and object of Rpt 1,4
and 13, of June 1948 at request from the Owners for Classification
Survey - Vessel placed in dry dock, bottom and sides, floors and tank top, Bulk
heads and deck houses chipped, cleaned, rounded by dry drilling and repaired as neces-
sary and recoated after repairs. Coal bunkers remade and converted to oil bunkers. All
comings, skylights, deck openings and ventilators examined and repaired as necessary. All masts,
and rigging examined, tested and repaired as necessary. All piping examined, tested and put
Windlass winches and steering gear removed, overhauled in shop and tested under working condition
removed, examined, found in good condition and refit on. Cable chains removed, tested and resocketed.

DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
...	5	4	1	1	1	1	48	Bulldoz plates
and Fairred or Repaired	7	4	1	1	1	1	1	109
Repaired in place	19	9	1	1	1	1	1	1

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
<u>Good</u>	<u>good</u>	<u>good</u>	(State if on left.)
<u>do</u>	<u>do</u>	<u>do</u>	When fitted, Month Year
<u>good</u>	<u>do</u>	<u>new</u>	Boats <u>efficient</u>
<u>do</u>	<u>do</u>	<u>efficient</u>	Masts, Yards, &c. <u>good</u>
<u>good</u>	<u>do</u>	<u>good</u>	Condition, how ascertained <u>complete survey</u>
<u>good</u>	<u>do</u>	<u>good</u>	(State if wedges removed.) <u>yes</u>
<u>good</u>	<u>do</u>	<u>good</u>	Equipment letter <u>E +</u>
<u>good</u>	<u>do</u>	<u>good</u>	Anchors, No. of <u>4</u>
<u>good</u>	<u>do</u>	<u>good</u>	Cables (State if now ranged) <u>yes</u>
<u>good</u>	<u>do</u>	<u>good</u>	" length <u>502</u> met mean diam <u>60 1/2</u>
<u>good</u>	<u>do</u>	<u>good</u>	" Rule length <u>550</u> size <u>60 1/2</u>
<u>good</u>	<u>do</u>	<u>good</u>	Chain Locker <u>good</u>
<u>good</u>	<u>do</u>	<u>good</u>	Hawsers & Warps <u>good</u>
<u>good</u>	<u>do</u>	<u>good</u>	Standing and Running Rigging <u>good</u>
<u>good</u>	<u>do</u>	<u>good</u>	Sails <u>good</u>

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
 the 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
 1, 38, and the notations of as No. 1-38."

Thoroughly repaired and converted to oil fuel burning, is now in good and efficient
and eligible, in my opinion, to be classed 100 AI - 8.48 with records S.S. 8.48.
subject to Starboard shell plate E 7 to be partly renewed and all indent to be repaired at
cost of 2 to 60 fath. of 60 cable chain and 125 fath. of 5 steel wire to be supplied at first opportunity.

Section 29)	Fees applied for,
oil fuel burning	210 : 000
Repair Fee (if any)	20 : 500
free board	60 : 000
(If chargeable)	2 : 000
Fee (if any)	24 : 500

Minute! Assign 100 AI Subject
 Record 848 Nls
 S.S. Nls - 848
 S848CL LMC 848
 Fitted for oil fuel 8.48
 V.P. Baber 1500E
 Surveyor to Lloyd's Register of Shipping
 Lloyd's Register of Shipping
 Telephone 316-35
 Foundation
 005403-005411-0110

a few indents as there was no permanent repairs being made at
in above general observation