

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21st January 1921 When handed in at Local Office 19 Port of CAEN (France)

No. in Reg. Book. Survey held at Blainville Date, First Survey 14th Sept. 1920 Last Survey 19
(No. of Visits during construction)
on the ~~Wood Iron~~ Steel Sc. DEPUTE RENE REILLE Master

78567
TONNAGE:- Built at Blainville By whom Chantiers Navals Français When 1920
GROSS Owners Marine Marchande Port belonging to Havre
UNDER DK. Owners' Address
NET (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock Afloat Name of Dock Fitting Out Basin Destined Voyage
WB=Cell DBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides 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 space.

Last Report, No. Port Class Contemplated Class Contemplated

(Periodical Surveys, when held, must be reported in detail and serially 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.)
Society's Freeboard (if assigned) as painted on Ship and now verified

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? Yes to Chantiers Navals Was a damage report made by anyone else? If so, by whom? By Builders only

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained by colliding with the quay wall entrance of locks to the Canal de Caen à la Mer, at Ouistreham, on the 9th September 1920 while on return voyage in tow to Chantiers Navals Français' Shipbuilding Yard at Blainville from Le Havre, at which port this vessel's Engines and Boilers were placed on board. For further particulars see "Extrait du Rapport de Mer tenu au Greffe du Tribunal de Commerce de Caen" dated 9th September 1920.

The forged steel Stem Bar set a maximum of 2" over to Starboard for an extent of 10 feet, in way of scarph connecting forged steel Stem Bar to cast steel forefoot. Cast Steel Forefoot fractured at upper end. 3 Shell Plates abutting stem bar Port Side and 3 Shell Plates abutting stem bar Starboard side buckled and rivets started.

The undernoted repairs have been carried out :

SUMMARY OF DAMAGE REPAIRS :—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

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

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 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."

The above mentioned repairs having been carried out in a satisfactory manner, this vessel is, in my opinion, eligible to be classed + 100 A 1 as recommended in Caen First Entry Report Number 1.

Survey Fee (per Section 28)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£	:	:	19
(per Sec. 29) Greffe 18				Received by me,
Travelling Expenses (if chargeable) See First Entry Report No 1				19
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute TUE. APR. 19 1921
Character Assigned
Wm. Har.
in 1921.

Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
006332-06342-0043

