

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th October 1948When handed in at Local Office 9th October 1948

Port of Nantes

No. in Reg. Book.

Survey held at Saint-Mazaire

Date, First Survey 26th AugustLast Survey 28th September 1948

56450

on the Wood, Iron or Steel s/s tug "Croisic" or "Empire Toby"

(No. of Visits 6)

TONNAGE :-

GROSS 199

UNDER DK. 423

NET

Built at Thorne

By whom R. Dunston Ltd

When 1942

MONTH 8

Owners Union des Remorqueurs de l'Océan

Owners' Address 36, rue de Naples Paris

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Saint-Mazaire France.

Surveyed Afloat or in Dry Dock? Both

Name of Dock 91.3. St. Mazaire

Destined Voyage Coastal & Harbours Towing

Cell DBor DBa feet; uE & B feet; f feet

total capacity tons. FPT tons; APT tons; MT 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. 1

Port

NTS

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	Machinery and Boiler Surveys (Including date of N.B., if any).
* for Special Survey Date of last Survey and of Periodical Surveys.	
100 A 1	LMC 8.47
for Vowing Surveys	TS OG 6.46
8.47	
5.5.10.8.47.	

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.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey?

Now done - Tug placed in dry dock. Bottom and sides, deck, bulkheads examined and found in efficient condition. All houses, workings, ventilators examined and found in good condition. Stem beam fitted at top and adjacent plates of B.C. & D. Marked indicated & stem cut off, faired in shop and refitted on by electric welding 3 indicated plates taken off and faired in shop; 3 indicated plates faired in place. 4 cracked plates at fore end of Bulwark. Bulwark deformed in several places on port and starboard. All deformed plates and standards taken off and faired or renewed as necessary. All deck equipment, windlass, towing bollards and hooks examined and found in good condition. 2 anchors unshipped and replaced by one Marsh Noddles anchor. Rudder lifted, examined and found efficient. Working chains and rods examined and found efficient; steering chain sheaves renewed. Brushes and pins renewed. All electric circuit examined and found efficient.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faired or Repaired	3							Stem partly renewed & faired
Faired or Repaired in place	3							Bulwark repaired

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Efficiency	good	efficient	(State if on Felt.)
Caulking of Deck	do	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Workings	do	Oil Bunkers	
Frames & Fastenings	do	Scuppers	Boats See letter good
Outside Plating	do	Cargo Hatchways	Masts, Yards, &c. 15/10/40 do
" in way of sidelights	do	Hatches	Condition, how ascertained from deck
Frames	do	Planking	(State if wedges removed)
Reverse Frames	do	Caulking	Equipment letter
Longitudinals	do	Treenails	Anchors, No. of 1
Inverses	do	Breasthooks & Stemson	Cables (State if now ranged) no
Stems	good	Transoms, Pointers & Crutches	" length mean diamr. (on board.)
Belsons	do	Timbers of Frame at openings	" Rule length size
Stringers	do	" at other places	Chain Locker good
Over Bottom Plating	do	Stringers, Clamps & Shelves	Hawsers & Warps do
Have the Tanks been examined internally? Yes	Have pumps been examined and found efficient? Yes	Salting State if examined.	Standing and Running Rigging do
Have the Tanks been tested? Yes	Have Sluice Valves been examined and found efficient? Yes		Sails
	Have Watertight Doors been examined and found efficient? Yes		
	Have Ventilators and their Coamings been examined and found efficient? Yes		
	Air and Sounding Pipes Yes		
	Doubling Plates under Sounding Pipes		

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 tug is now in good and efficient condition and eligible, in my opinion, to be classed 100 A 1 9.48 for Vowing Surveys - docking date 9.48, but subject to one anchor to be supplied and to existing anchor and chain being examined and to be replaced at first opportunity.

Survey Fee (per Section 29)	£ 6 000	Fees applied for, 8/10 1948
Special Damage or Repair Fee (if any)	£ 3 500	Received by me, 19
Travelling Expenses (if chargeable)	£ 4 000	
	£ 3 800	
Second Surveyor's Fee (if any)		

Committee's Minute

TUES. 26 OCT 1948

Character Assigned

Deferred for equipment.
but assign 9.48 Nts subject
+ LMC 9.48

Surveyor to Lloyd's Register of Shipping

FBI 17 DEC 1948

Lloyd's Register Foundation

9102a - The two anchors being not conform to rules, are to be replaced by two stockless, one Mael anchor has been fitted on and the Others are inquiring for another one; as soon as it will be found both anchors and chains will be reexamined and tested as per rules.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.