

13 JAN 1953

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th Jan 1953 When handed in at Local Office 19th Jan 1953 Port of DUNKIRK

No. in Reg. Book 69042 Survey held at DUNKIRK Date, First Survey 22nd. Nov. Last Survey 19th. Dec. 1952 (No. of Visits 15)

on the Wood, Iron or Steel French S.S. "MATELOTS PILLIEN & PEYRAT" Built at Sunderland By whom Short Bros. Ltd. When 1943 5

TONNAGE: GROSS 7058 T. UNDER DK. 6574 Owners Cie Havraise de Navigation à Vap. Owners' Address (L. CORBLET & Cie)

Managers Afloat & Drydock, and Port belonging to Marseilles Quais Freycinet I & 8 Destined Voyage Ghent - Le Havre & West Coast of Africa.

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

Report, No. 4345 Port DUNKIRK (Beginning of Sp.S.)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and Items remaining to complete repairs should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs.

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

IS, OR EXAMINATION AS PER RULE, FOR

To Complete the Hull Special Survey for fresh record (9.52), the spare bower anchor remain to be tested to rules requirements (See Sp. Reason List)

W DONE. - Vessel placed in drydock, bottom and rudder cleaned, examined and coated.

Chain locker, Holds, Aft void Peak, Engine and Boiler spaces examined. - Steelworks scaled and recoated where necessary; limbers, close and spare ceiling, pipe casings, also cement chocks at vessel's sides removed as required for examination of structure in way.

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...				2 half				Tunnel longitudinal bulkheads and No 8 Bnk top abreast No 5 Hold.
Removed and Fairled or Repaired				P.S.				
Red or Repaired in place ...								

CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	See Rpt.	Good	See Rpt.	See Rpt.	See Rpt.	See Rpt.
Fastenings	Good	Good	Good	See Rpt.	See Rpt.	See Rpt.	See Rpt.
Plating	Good	Good	Good	See Rpt.	See Rpt.	See Rpt.	See Rpt.
Frames	Good	Good	Good	See Rpt.	See Rpt.	See Rpt.	See Rpt.
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Tanks	Good	Good	Good	See Rpt.	See Rpt.	See Rpt.	See Rpt.
Plating	Good	Good	Good	See Rpt.	See Rpt.	See Rpt.	See Rpt.
Tanks	Good	Good	Good	See Rpt.	See R		

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PERMANENT REPAIRS.-

PORT SIDE PLATING.-

-N°1 plate of the Garboard strake.- : -Repaired by electrical welding.-
 One start of crack of 20cm. Length in the plate only between n° 162 & 163 floors :
 (Plate previously reinforced at same part by doubling plate).-

-50 rivets of the keel and Garboard strakes in way of fore peak and n°1 D.B. Tank; slightly leaking : -Rivets re-caulked.-

-400 rivets of hull seams between 5th strake (bilge strake) and 4th strake below sheerstrake badly worn out by chafing, from n°1 to n°4 holds.- : -400 rivets renewed.-

-10 rivets of the 4th strake below sheerstrake leaking at the butt between n° F.8 & F.9 plates in way of n°4 Hold.- : -10 rivets renewed.-

-B Strake set in between n° 48 & 49 floors (0,70m. x 0,70 x 8cm.) and n° 48 & 49 floors set in at same part.- : -B strake faired in place.-
 : N° 48 & 49 floors renewed between side keelson and margin plate.-

STARBOARD SIDE PLATING.-

-50 rivets of the keel and garboard strakes, in way of fore peak and n°1 D.B. Tank; slightly leaking.- : -Rivets re-caulked and peak hose tested. (Fore peak previously tested.- Please refer to Rpt. n° 4.345)

-500 rivets of the seam between 5th strake (bilge strake) and 4th strake below sheerstrake badly worn out by chafing from n°1 to n°4 holds.- : -500 rivets renewed.-

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT BY STOCK.		TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.				
	1st Bower										
	2nd										
	3rd										
	Collective 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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length. Fathoms.	Diam. Ins.	Statutory. Tons.	Breaking. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			

-5th strake (bilge strake) and 4th strake below sheer strake set in at their seam: between n° 76 and 78 frames.- :
 (1,10m. x 0,80m. x 5cm.) :
 :
 -After bulkhead lower plate of the Std oil fuel bunker set in at its connection with shell plating.- : -Bulkhead lower plate renewed at its extremity (between n° 1/2 stiffeners to hull)
 (0,40m x 0,80m. x 5cm.) :

P.T.O.../...

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RUDDER.-

-Upper and lower gudgeons rings worn out (10mm. set) : -Renewed.-

-Ring of the lower pintle worn out (bronze) : -Ring renewed.-

-Welding of the back plates partly broken : -Plates rewelded.-

CHAIN LOCKER.-

-Axial bulkhead badly corroded and holed : -Renewed in its entirety

N°7 PORT WATER BALLAST TANK.-

-Sounding pipe badly corroded and holed.- : -Renewed.-

N° 7 Std W.B. TANK.-

-Sounding and suction pipes of the n°7 Std Water Ballast Tank badly corroded and holed.- : -3 pipes renewed.-

N° 8 W.B. TANK in WAY OF N°5 HOLD.-

Port & Std longitudinal tunnel bulkheads plates and corresponding stiffeners and brackets, also n°8 axial tank top plates badly corroded and thinned.- : -Bulkheads together with stiffeners and brackets and n° 8 axial tank top plates renewed.-

Fore and after pillar top brackets badly corroded on Port & Std Sides.- : -Pillar top brackets renewed both sides.-

After bulkhead stiffeners badly corroded.- : -All stiffeners renewed, both sides.-

CENTRE & STD FUEL OIL BUNKERS.-

30 rivets of the forward bulkhead and 20 rivets of the after bulkhead of each oil fuel bunker, slightly leaking.- : -Rivets re-caulked.-

PORT & STD ENGINE ROOM DEEP TANKS.-

Joint pipe between Port & Std deep tanks badly corroded.- : -Joint pipe renewed.-

N° 5 HOLD WELLS.-

Suction pipes of the Port & Std Wells badly corroded and holed.- : -2 pipes of the Port Well and 1 pipe of the Std well renewed.-

AFTER MAST RIGGING.-

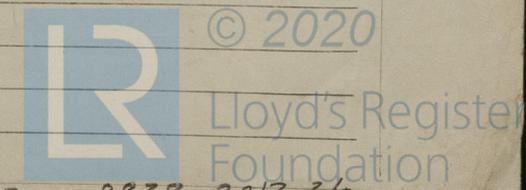
Fore Std shroud rusted.- : -Renewed.- (All other shrouds renewed in Aug. 52).-

Certificate issued as per copy herewith attached.-

Freeboard: Actual Certificate available until 30th November 1952.-
 Validity extended until 31st March 1953.-
 (Please refer to my telegram of the 18th December 1952) copy herewith attached.-
 and yours of same date.-

M. Ad...

N° 2, 3 and D.B Tanks - converted for D.F. 350.



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.