



PERMANENT REPAIRS.- Fore Peak Tank.-

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

N° 3 Port Fuel Oil Tank.-

-Leakage at seam between margin plate and tank top plate in frame space 94/95 : -Seam re-welded.-

N°5 Port & Std Dry Tanks under boilers.-

-Sounding pipe badly corroded. : -Renewed.-  
: Rose box fitted at Port Suction Pipe.-

N°8 W.B.Tank.-

-Std Sounding pipe badly corroded. : -Renewed.-

Port Side Deep Tank between n°1 & 2 Holds.-

-Slight start of leakage at 15 rivets of the connecting angle bar between aft bulkhead & shell plating..... : -Rivets re-caulked.-

-Sounding & suction pipes of the Deep Tank and air exhaust pipe of n°1 water ballast tank badly corroded & partly missing. : -3 pipes renewed.-

Starboard Side Deep Tank between n°1 & 2 Holds.-

-Slight start of leakage at 30 rivets of the connecting angle bar between fore bulkhead & shell plating. : -Rivets re-caulked.-

Longitudinal bulkhead (in n°1 hold)

-N°2 Strake (counted from tank top) set in (0,80m. L.-0,10m. H. 3cm. set) with crack of 5cm. Length. : -Faired in place, crack electrically welded, plate reinforced by doubling of 5cm. Length. : plate of: 1,20 x 0,60 x 12mm. electrically welded.-

In n° 2 Tween Deck.-

-Stringer plate (1,50 x 0,40 x 9,5mm.) cracked on 30cm. Length about at bottom of bulkhead between n°1 & 2 Tween deck (frame n° 133). : -Renewed from n° 132 to 134 frames.-

-Sounding & suction pipes of the Deep tank, air-exhaust pipe of the Water Ballast Tank n°1 badly corroded and partly missing. : -3 pipes renewed.-

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

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.		WEIGHT OF 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.	Tons 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.

NO CHAIN CABLES.

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

Port & Std Fuel Oil Bunkers.-

-50 rivets of the fore bulkhead } : -Electrically welded.-  
6 rivets of the after bulkhead }

N°1 Hold.-

-Part of port bilge sounding pipe, port scupper pipe of tween deck corroded, Std bilge suction pipe holed. : -Renewed.- (3 pipes)

N°1 Tween Deck.-

-Port air exhaust pipe of the n°1 water ballast tank fore part holed. : -Renewed.-

N° 2 Hold.-

-Std Bilge sounding pipe & Port & Std rose boxes of bilge suction pipes badly corroded. : -Renewed.-

N°3 Hold.-

-Port & Std air exhaust pipes of the n°3 fuel oil tank fore part & one part of the port bilge suction pipe of n°1 hold holed. : -3 pipes renewed.-

-2 hatchway shifting beams twisted. : -Removed, faired and refitted.-

N°3 Tween Deck.-

-Port & Std air exhaust pipes of the n°3 fuel oil tank fore part holed and 2 scupper rose boxes missing. : -Pipes & rose boxes renewed.-

TUNNEL.- (please see under).-

N°4 Hold.-

-Fore Axial bulkhead set in at lower part (4m.L-2m.H-10cm. set) together with its 2 first stiffeners. : -Plate renewed and stiffeners faired in place.-

-Std sounding pipe and after std air exhaust pipe of the n°7 water ballast tank badly corroded & holed. : -Both pipes renewed.-

-1 hatchway shifting beam twisted. : -Removed, faired and refitted.-

N°4 Tween Deck.-

-Std sounding & after air exhaust pipes of n°7 water ballast tank corroded and holed. : -Renewed.-  
2 scupper rose boxes missing. : -Renewed.-

N°5 Hold.-

-Port & Std tween deck scupper pipes, Port & Std well sounding pipes of the hold and sounding pipes of n°8 water ballast tank badly corroded. : -5 pipes renewed.-

N°5 Tween Deck.-

-Sounding pipe & 2 parts of the air exhaust pipe of n°8 Water Ballast Tank holed and 2 scupper pipes missing. : -Renewed.-

Crew Accomodation in Tween Deck after part.-

-11 sidelight glasses broken. : -Renewed.-

Steering gear space.-

-1 sidelight glass broken. : -Renewed.-

MAIN DECK.-

-3 port, 1 Std air exhaust goose necks corroded and holed. : -Renewed.-

-7 wooden covers of cargo bunker hatchways and 35 hatchway covers of holds partly broken : -Renewed and 30 new hold hatchway covers supplied as spare.-

Forecastle.-

-Air exhaust pipes of the fore peak tank and n°1 water ballast tank holed in forecastle. : -2 pipes renewed.-

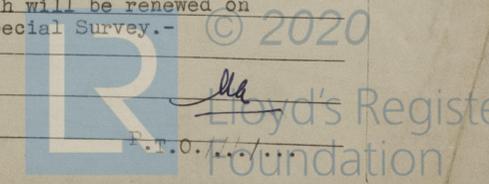
Masts, Derricks, heavy derricks, and their riggings.-

-All shrouds of the fore & after masts rusted. : -Shrouds renewed, except fore std shroud of after mast, which will be renewed on completion of Special Survey.-

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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DECK AUXILIARIES.-

- N°4 Port winch-Port steam cylinder scratched & ovalised.- : -Renewed by spare.-
- Towing winch.- Std steam cylinder badly scratched & ovalised.- : -Renewed by spare.-

Piping of Hull & Deck.-

- Filling & suction piping of all tanks suction piping of the bilges, : -Put in order as necessary.-
- Wash deck and fire piping.- : -examined and put in order as necessary-  
: 2 pipes renewed.-
- Steam pipes for extinguishing fire of holds.- : -examined and put in order as necessary.-  
: (fore and after valve boxes renewed).-
- 10 steam & 12 exhaust pipes of windlass and winches badly corroded and partly holed.- : -Renewed (by copper pipes).-  
: All pipes tested under working condition

Life boats & Davits.-

- 3 boat air tanks holed.- Other tanks not tight.- : -3 air tanks renewed & other tanks repaired and all tested.-

TEMPORARY REPAIRS.-

- Tunnel in way of n°5 Hold.- :  
Std & Port longitudinal bulkhead plates and bottom plate (n°8 axial tank top plate) badly corroded and thinned, together with stiffeners and brackets.- : -Reinforced with doubling plate of 0,50m. height electrically welded.-

-N°4 Hold.-

- Leakage at about 10 rivets of the butt of n°F.8 & F.9 plates on 4th strake below port sheerstrake.- : -Cement box of: 2,50m.H fitted in n° 54/55 frame space.-

INSTALLATION OF W.T. DOOR TO TUNNEL.-

- Watertight door driven from upper deck has been fitted on bulkhead between engine room & tunnel (as per sketch herewith attached).-

TO COMPLETE THE SPECIAL SURVEY:

- The bottom and rudder, lazarette, chain locker, steering gear, anchors and cables to be examined; n°6 & 7 D.B. Tanks, centre oil fuel bunker, engine room deep tanks to be examined and tested and the following repairs effected: n° 48 & 49 floors(buckled) in n°7 D.B. Tank Port Side to fair-; wasted plating and stiffeners of tunnel in way of n°8 D.B. Tank to be renewed.-  
Defective shell rivets in n°4 hold in way of butt of F.8 & F.9 port side to be renewed - 1 shroud of Main Mast to renew.-

Owners state that survey as above will be complete on vessel's return to france, early part of December 1952.-

Special Reason List.- It is stated that bower anchor supplied Rotterdam 9.50 will be tested on return to France.-

Certificate B issued as per copy herewith attached.-

*A. Adam*



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