

Rpt. 8.

(Received at London Office)

16 OCT 1939

No. 9909

WRECK RAY
No. 142

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7.10.39 When handed in at Local Office 9.10.39

Port of Marseilles

Date, First Survey 30 Jan 1939 Last Survey 31 Aug 1939

(No. of Visits)

1939

No. in
Reg. Book.

Survey held at

Marseilles

Sup. 40552

TONNAGE:-

GROSS 4870

UNDER DECK 4228

2944

Built at

St Glasgow

By whom

R Duncan & Co

When 1926

MONTH.

5

Owners

J. P. Eastwick

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

New owners - Marine Nationale Francaise

Port belonging to Antwerp.

If float or in Dry Dock?

Yes

Name of Dock

Marseilles

Destined Voyage

Bord Ba

feet; uE&B

feet; f

feet

city

tons. FPT

tons; APT

tons; MT

feet

tons.

alterations in the existing records should be underlined.

Port, No. 5988

Port

LA

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Years
Assigned
how
many
times
renewed.Machinery and Boiler
Surveys
(including date of N.B., in any).

+

+

4, 38.

S.S. Rot No 2-36

Damaged by Aircraft (688)

Carrying Petroleum in Bulk

Fitted for oil fuel

Longitudinal framing

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

When held, must be reported in detail and serially in the terms of the Rules and items remaining to be surveyed. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of 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 stated in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be stated in the space provided on the back of this form. State also the dates and initials of any letters in case.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report and to whom and why they were declined.

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

EXAMINATION AS PER RULE, FOR Special Survey No 3 (Now partly held) with a view to
classification. See London letter of 13th July 1939.

Vessel placed in Dry Dock, bottom and rudder cleaned and examined. Rudder lifted. Forward oil bunkers, fore peak tank and spaces above, all double bottom tanks, chain locker, and Engine Room above platform examined and found in good order. Main oil tanks Nos 1, 2, 3 and 4 and Sumner tanks examined and heavy scale to be removed for 10 ft below deck to enable steelwork to be examined. Pump Room examined and scale to be removed from steelwork below platform. Main oil tanks No 1 on Port side and No 3 on Star side tested and found satisfactory also shell of No 8 tank Port &

DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
and Paired or Repaired								
Repaired in place								
CONDITION OF THE								

Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels (State if on Vell.)	Year	Good
Good	State if Tanks now tested	Good	Dblg. Plates under Sounding Pipes	Good	When put on, Month	Good	Good
Good	Bulkheads	Good	Engine Room Skylights	Good	Boats	Good	Good
Good	Ceiling	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Masts, Yards, &c.	Good	Good
Good	Cement or Asphalt (State which.)	Good	Oil Bunkers	Good	Condition, how ascertained	Good	Good
Good	Rudder	Good	Scuppers	Good	(State if wedges removed)	Good	Good
Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Sails	Good	Good
Good	Windlass	Good	Hatches	Good	Equipment letter	Good	Good
Good	Have pumps now been examined and found efficient?	Good	Planking of Wood Vessels	Good	Anchors, No. of	Good	Good
Good	Have Sluice Valves now been examined and found efficient?	Good	Caulking	Good	Chain Locker	Good	Good
Good	Have Watertight Doors now been examined and found efficient?	Good	Treenails	Good	Cables (State if now ranged)	Good	Good
Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	Good	" length 270 mean diamr. 2 1/16	Good	Good
Good		Good	Transoms Pointers, & Crutches	Good	" (on board) 270 size 2 1/8	Good	Good
Good		Good	Timbers of Frame at openings	Good	Rule length 270	Good	Good
Good		Good	Ditto Ditto at other places	Good	Hawser & Warps	Good	Good
Good		Good	Stringers, Clamps & Shells	Good	Standing and Running Rigging	Good	Good
Good		Good	Salting	Good		Good	Good
Good		Good	(State if examined.)	Good		Good	Good

1 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 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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24."

Vessel is eligible in my opinion to be classed with fresh record of Survey and
notation of S.S. No 3 on completion of Survey.

er Section 20) £ 75:8000:
or Repair Fee (if any) £ 3400:
ences (if chargeable) £ 183:
Second Surveyor's Fee (if any) £

Fees applied for,

4.10.1939

Received by me,

9.10.1939

No. 11582

Norman Dobson.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 8 NOV 1939

No action

Note N/S



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Lloyd's Register
Foundation

— 5.5. "PETER 10" —

and sides. Deck and part shell drilled and gauged, Anchors and Cables ranged and examined. Casings, hatches, Covers and fastenings, Ventilator Coamings & Covers, Steering gear and its Connections, Chains Spring buffers, blocks, and windlass examined and found or placed in Good Condition

6 Complete Survey — The above mentioned scaling of steelwork in oil tanks and Pump Room to be carried out and all the remaining requirements of the rule to be complied with Damage repairs at after end to be examined when tanks are tested

— Sheerstrake Shell drillings —

Strake	D			Fwd			aft.		
	Orig	P.	S.	Orig	P.	S.	Orig	P.	S.
Sheerstrake	.82	not drilled		.44	.57	.57	.44	not drilled	
1 st Strake below	.68	"	"	.44	.53	.55	.44	"	"
2 nd "	.58	.52	.57	.44	.50	.50	.44	"	"
3 rd "	.58	.56	.57	.44	.52	.50	.44	"	"
4 th "	.58	.56	.57	.44	.50	.53	.44	.62	.60
5 th (Bridge)	.58	.57	.58	.44	.50	.50	.44	.68	.60
6 th Btm	.58	.52	.46	.44	.66	.73	.44	.76	.74
7 th "	.58	.52	.56	.44	.64	.63	.44	.52	.53
8 th "	.58	.52	.54	.44	.66	.65	.44	"	"
9 th "	.58	.50	.52	"	"	"	"	"	"

Forward drillings taken in way of forward oil fuel tank.

Midship drillings at amidships

After drillings taken in machinery space forward of after bulkhead.

Repairs — Completed before survey commenced. Stakes caused by aerial bombardment.

In way of Nos 7, 8 & 9 main tanks, a number of shell, deck and bulkhead plates renewed also longitudinal, horizontal stiffeners, brackets and transverse. (London letter of 11th Aug 1939. The rivets used in the above repairs have been examined, tested, and found satisfactory.

Strake	In way of Tank Fwd of Bridge			In way of Tank aft of Bridge			In way of after Tank			In way of Fwd Tank		
	Orig	P.	S.	Orig	P.	S.	Orig	P.	S.	Orig	P.	S.
Stringer plate	.72	.70	.64	.72	.73	.76	.86	.82	new end	.52	.70	.70
1 st inboard	.52	.54	.48	.52	.53	.55	.52	.54	.53	.52	.55	.53
2 nd "	.56	.50	.53	.56	.57	.58	.60	.62	new	.55	.52	.55
3 rd "	.52	.50	.46	.52	.50	.55	.52	.54	new	.58	.52	.48
Centre	.52	.50	.52	.56	.52	.52	.52	.52		.52	.40	

— Deck Drillings —

At the outbreak of war, owing to shortage of labour, the survey was suspended. Information has now been received that the vessel has been purchased by the French Government and classed with the Bureau Veritas only. Photographic Copies of Report No C11, First entry report, and plans of midship section and profile deck plans. are returned herewith