

Rpt. S.

(Received at London Office

10 JUL 1946

No. 1641

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5/6/46

When handed in at Local Office

Port of ALGIERS (N.A.)

No. in
Reg. Book.

Survey held at Algiers, Quays Bastia & Biarritz Date, First Survey 18/9/45

Last Survey 1/6/46

19

81632 on the ~~Wood-Iron or Steel~~ Screw Steamer "SAINTE BERNADETTE".

(No. of Visits 52)

TONNAGE —
GROSS 1596
UNDER DK. 1243
NET 955

Built at PAISLY

By whom J. FULLERTON & Co.

When 1924 7 mo.

Owners G. MONTEFIORE & V. D'Amelio

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers G. MONTEFIORE

Port belonging to TUNIS.

Laid Afloat or in Dry Dock? Both

Name of Dock No. 1 Graving Dock

Destined Voyage SETE (France)

Bor'DBa. feet; uE & B. feet; f. feet
Capacity tons FPT tons; APT tons; MT tons.

Only alterations in the existing records of tanks should be inserted.

B. All alterations in the existing records should be underlined.

Report, No. 111455A Port LON

at Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the cement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Page 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR WAR DAMAGE & RE-CLASSIFICATION.

This 22-year old vessel was sunk three times in succession during the war by enemy and allied respectively in the ports of TUNIS, PALERMO and TARANTO. She was towed to ALGIERS and arrived in this port on 18th. September, 1945. First visit on the 18th. September, 1945:— **FOUND** (at that time):— **HULL SIDE PLATING:** covered with barnacles and marine growth. Extensively pierced with shrapnel or machine gun bullet holes, especially Star'd side. **DECKS:** In fair condition with some wasted plating between the hatch coamings. **BULWARK:** Star'd bulwark plating with stays badly set in and buckled. Guard rails fore-castle head badly damaged or carried away. **HATCH COVERS:** Fair. All hatch beams complete but badly distorted. All hatch covers disappeared. **PEAKS & CHAIN LOCKER:** Bulkhead and wash plates in wasted condition. Chain locker good. 2 Bow anchors and chain cable disappeared. **MASTS & RIGGING:** Masts complete, rigging in bad condition. All cargo derricks, blocks with rigging and running gear in bad condition. **DECK MACHINERY:** Windlass, Capstan and Cargo winches (steam) in bad condition, deck steam pipes damaged.

OF-DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams, Hatch	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Welded ...	15	11	=	=	=	=	=	18 flanged tank top brackets.
Removed and Faired or Repaired	7	=	=	=	20	4	=	=
Removed or Repaired in place ...	63	33	=	=	=	=	=	=

CONDITION OF THE

good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.
Decks	Ceiling (cross bunker)	good	Coal Bunkers, Openings, Covers, &c.	good	(State if on Felt.)
good	Cement or Asphalt	=	Oil Bunkers	=	When fitted, Month
Fastenings	Rudder	good	Scuppers	good	Year
Plating	Steering gear and its connections	good	Cargo Hatchways	good	Boats
In way of sidelights	Windlass	good	Hatches	good	good
good	Have pumps been examined and found efficient?	yes	Planking		Masts, Yards, &c.
Frames	Have Sluice Valves been examined and found efficient?	=	Caulking		good
als	Have Watertight Doors been examined and found efficient?	=	Treenails		Condition, how ascertained
ss	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		wedges removed.
om Plating	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		(State if wedges removed.)
Tanks been examined internally?	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		Equipment letter
Tanks been tested?			" " at other places		p
			Stringers, Clamps & Shelves		Anchors, No. of
			Salting		3.B.-1.S.-1.K.
			(State if examined.)		Cables (State if now ranged)
					yes
					" length
					255 mean diamr.
					1 19/32"
					(on board.)
					" Rule length
					240 size
					1 5/8"
					Chain Locker
					good
					Hawsers & Warps
					good
					Standing and Running Rigging
					good
					Sails
					=

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 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 vessel is in good and efficient condition and eligible, in my opinion, to be re-instated in Class, viz. 100A1, with the notations "ss Alg. 5.46 (DR)" & "Docking date 3.46", SUBJECT to Bow anchors and cables being verified as regards weight and test.

Survey Fee (per Section 29) 18,240.- Fcs.
Special Damage or Repair Fee (if any) 55,200.- Fcs.
Travelling Expenses (if chargeable) 3,840.- Fcs.
Second Surveyor's Fee (if any) :
Committee's Minute :
Character Assigned :
Collected at Algiers
FRI. 7 MAR 1947
see minute on inst 10505

Fees applied for,

Received by me,

R. J. VAN DAM
Surveyor in Lloyd's Register of Shipping

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Lloyd's Register
Foundation

French Steel Screw Steamer " SAINTE BERNADETTE ".REPAIRS DUE TO WAR DAMAGE:- (continued)FORECASTLE SIDE PLATES. PORT AND STARBOARD. All side plates and frames faired and or repaired in place.BULWARK PLATING. STAR'D. No.1 plate from forward removed, faired and refitted.

Nos. 5, 6, 7, 8 & 9 plates, from forward, released, faired in place and refitted.

5 Distorted stanchions removed, faired and refitted. 3 Distorted members faired in place.

Amidships. 3 Plates and distorted stanchions faired and or repaired in place.ON FORECASTLE DECK. Broken rails and stanchions renewed. Distorted members faired in place.FORECASTLE STORES. Dislodged and holed chain pipes removed, repaired and refitted. All wood work and magazines renewed.MASTS & RIGGING. Masts removed, repaired as required and refitted. All derricks, standing and running rigging with chain plates renewed.HATCHWAYS. All coamings, stays & stiffeners, beams, cleats & battens, lashings & fittings, covers and tarpaulings, wedges, efficiently repaired and or renewed as required. (Please see separate Load Line Report.)VENTILATORS. All coamings, support and deck connections, cowls and closing arrangements efficiently repaired and or renewed as required.AIR AND SOUNDING PIPES. With closing arrangements, efficiently repaired and or renewed as required.MACHINERY CASINGS. Casing top, fiddley openings, air gratings, skylights, covers and their fastenings efficiently repaired and or renewed as required.FUNNEL. Holed funnel plating efficiently repaired and rigging renewed.BOAT DECK. Wood boat deck aft renewed.LOWER & NAVIGATING BRIDGES. Efficiently repaired. Chart and wheel houses reconstructed and refitted out with compass, telegraph, telephone and all nautical instruments required.ACCOMMODATION. Saloon and Officers' Quarters amidships, and Engineers' & Crew's Spaces aft, reconstructed and refitted out with internal fittings and sanitary arrangements.LIFE BOATS. Lifeboats (wood and 2 in number) of same capacity replaced, complete with davits and fittings.STEERING GEAR AND ITS CONNECTIONS. Steering pedestal and part control rods renewed. Steam steering engine completely refitted. Steam capstan aft completely refitted and geared to quadrant.EQUIPMENT. 3 Bower anchors. (1 original, 2 supplied). To be tested and verified with Certificates. ✓
1 Stream anchor. (Original). To be tested and verified with Certificate.Rule: set of pins - 192 → 255 fathoms of 1 19/32" stud chain cable. (Supplied). To be tested and verified with Certificate.

75 fathoms of 3 3/4" steel wire. ✓

90 fathoms of 3 1/4" steel wire. ✓

1 hawser 90 fathoms 2 1/4" steel wire. ✓

1 warp 90 fathoms 1 3/4" steel wire. ✓

1 hawser 90 fathoms 6" rope. ✓

1 warp 90 fathoms 5" rope. ✓

4 hawsers, each 90 fathoms 2" steel wire.

REPAIRS DUE TO WEAR AND TEAR:-MAIN DECK. Doubled around fore mast between Nos. 1 & 2 hatch coamings.QUARTER DECK. Doubled between fore-end No. 3 hatch coaming and deck house. Also around main mast between Nos. 3 & 4 hatch coamings.DECK FITTINGS. All deck fittings renewed and or repaired as required.FREEING PORTS. All protection bars renewed and or repaired as required.FORE PEAK TANK. Wash plate and its connections renewed.

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(See sheet 4.)

French Steel Screw Steamer " SAINTE BERNADETTE ".

REPAIRS DUE TO WEAR AND TEAR :- (Continued)

W/T BULKHEADS. Collision bulkhead plating renewed.

Bulkhead between Nos. 2 & 3 Holds. One plate renewed on star'd.

After peak bulkhead plating for 75% renewed.

STRINGERS. Panting stringers abaft collision bulkhead repaired as required.

INNER BOTTOM PLATING. Four cracks in tank top plating No. 4 Hold, approx. 240 m/m in length, veed out and electric arc welded. Afterwards 4 small doubling plates welded over same. (To facilitate inspection all 68 cargo tanks removed.)

DOUBLE BOTTOM TANKS. Cleaned, carefully examined and after testing, inner surface of bottom plating covered with cement. Striking plates fitted and strumboxes renewed.

CROSS BUNKER. Ceiling renewed.

RUDDER. Lifted. Bearing- and locking pintles renewed.

WINDLASS. Completely refitted.

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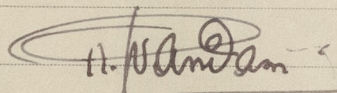
After completion of the repairs, decks, bulkheads and shell side plating hose-tested and found satisfactory.

The drilling results of the decks, inner bottom- and shell side plating are illustrated in the attached plans. Also a General Arrangement plan is attached.

An interim certificate was issued 1/6/46, copy of same accompanies this Report.

REMARK. It has to be reported that lack of materials made it very difficult to carry out and complete the foregoing repairs.

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R.J. VAN DAM.
5/6/46.