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Rpt. S.

(Received at London Office 10 JUL 1946)

No. 1641

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5/6/46 19... When handed in at Local Office... 19... Port of ALGIERS (N.A.)

No. in Survey held at Algiers, Quays Bastia & Biarritz Date, First Survey 18/9/45 Last Survey 1/6/46 19... Reg. Book. (No. of Visits 52)

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

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'Amicheli. Managers G. MONTEFIORE. Port belonging to TUNIS.

Keel 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... feet 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 seriatim 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.

Page cases where the Surveyor has not made a special damage report he is required to state whether he tendered 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: Bulkheads 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.

Table with 9 columns: OF-DAMAGE REPAIRS, Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Hatch, Inner Bottom Plates, Dk. Mats, Other Items. Includes counts for various items like 15, 11, 7, 63, 33, 20, 4, 18 flanged tank top brackets.

Table with 4 columns: CONDITION OF THE, Bulkheads, Engine Room Skylights, Copper, or Y.M. (State if on Fell). Lists various parts like Decks, Ceilings, Rudder, Steering gear, etc. with conditions like 'good', 'yes', 'no'.

### 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.

Table with 2 columns: Fee type and Amount. Includes Survey Fee (18,240.- Fcs.), Special Damage or Repair Fee (55,200.- Fcs.), Travelling Expenses (3,840.- Fcs.), Second Surveyor's Fee.

Collected at Algiers

FRI. 7 MAR 1947

Character Assigned see minute on mat 10505

Signature: R. J. VAN DAM, Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

Is Certificate required?

**FOUND:** (Contd.) **STEERING GEAR:** Steam steering engine in engine room intact but in bad condition. Transmission rods and bevel wheels partly, and steering pedestal on bridge completely disappeared.

**BOAT DECKS (Aft) & L.S.A.:** In bad condition and or destroyed. Lifeboats, davits, etc. carried away or disappeared. **LOWER AND NAVIGATING BRIDGES:** Badly damaged. Chart- and wheelhouses, accommodation completely stripped. Compasses, telegraphs and all navigation instruments disappeared. **FUNNEL:** Badly holed by shrap-nels. **CARGO HOLDS:** With the exception of the temporary repairs in No. 2 Hold (Cement boxes fitted over 12 frame spaces on port side shell-tanktop plating), structure undamaged, but corrosion and heavy covered with mud and rubbish. **MACHINERY CASINGS:** In fair condition with the exception of the partial wasted casing top. **BOILER SPACE:** The 2 Scotch boilers intact, but corroded and sludge and scale externally and internally. **ENGINE SPACE:** Main engines (Triple expansion) and auxiliaries evidently submerged for a long period of time. All shaftings, piston rods, etc. heavy corroded. **ELECTRICAL:** Electric dynamos and electrical auxiliaries, wiring, switches, distribution boxes, etc. destroyed. **ACCOMMODATION:** Saloon, all Officers' and Crew's accommodations consist of bare deckhouse plating and or external bare wood bulkheads only. All divisional bulkheads, bunks, upholstery, sanitary arrangements, fittings, electric wiring and fixtures, etc. disappeared.

**NOTE:** Vessel was fitted out for carrying wine with all holds containing vertical cylindrical tanks (68 in number), so arranged as to allow for a small passage around each tank for external examination. Repairs commenced on the 5th. October, 1945 and completed on the 1st. June, 1946.

**NOW DONE :-** Vessel placed in drydock, bottom, rudder, stern frame, keel and stem examined and found or put in good condition and afterwards recoated. Holds, forward and after peaks, engine and boiler spaces and coal bunkers cleared for survey, ceiling lifted (cross bunker) as required by the Rules, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or put in good condition and afterwards recoated. Outside and inner bottom plating drilled as re-

(Sheet 2.)

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

To be tested and verified with Certificate. **ANCHORS.**

Number of Certificate.	Anchors.*	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.				
	1st Bower											STOCKLESS		
	2nd "											STOCKLESS		
	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.

To be tested and verified with Certificate. **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.	Diam.	Stain-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	255	1 19/32"					240	1 5/8"	STUD CHAIN		

Iron Stream Chain or Steel Wire

French Steel Screw Steamer "SAINTE BERNADETTE".

**NOW DONE :-** (Contd) required by the Rules. Lining on ship's side removed in way of sidelights, plating in way of same examined and found or put in good condition. Double bottom tanks, fore and after peak tanks examined internally and tested as required by the Rules. Decks, hatchways, hatches, air and sounding pipes, striking plates under sounding pipes, windlass, steering engine, gear rods, chains, sheaves, etc., pumps, scuppers, skylights, boats, masts (wedges removed), rigging, anchors (Bow anchor to be verified as regards weight and test), chain cables (renewed and ranged), hawsers and warps (renewed) and general equipment examined and all found or put in good condition. Freeboard verified.

**REPAIRS DUE TO WAR DAMAGE:-**

**BOTTOM AND SIDE PLATING STARBOARD.** A2 plate repaired in place.  
 B3 plate repaired in place.  
 B20 plate partly doubled, electric welded all round and riveted to frames.  
 D18 plate renewed.  
 D17 & 18 plates faired in place.  
 E8, 19, 20, 21 & 22 plates faired and or repaired in place.  
 E18 plate doubled, electric arc welded all round and riveted to frames.  
 F12 & 13 plates partly renewed.  
 F14, 16, 17, 21, 22 & 23 plates faired and or repaired in place.  
 G5 plate doubled, electric arc welded all round and riveted to frames.  
 G8, 9, 10, 11, 12, 13 & 14 plates renewed.  
 G15, 16, 17, 18, 22 & 23 plates faired and or repaired in place.  
 H8, 9, 10, 11, 14, 15 & 17 plates faired and or repaired in place.  
 H12 & 13 plates renewed.  
 I8, 9, 10, 11, 12, 13 & 14 plates faired and or repaired in place.

**FRAMES STARBOARD.**

Nos. 57, 61, 62, 63, 65, 66, 68, 73, 75, 77, 78, 79, 80, 81, 82 and 83 distorted frames faired in place.  
 Nos. 58, 59, 60, 64, 67, 69, 70, 71, 72 and 74 buckled and fractured frames cropped. Part faired and refitted. Part renewed.

**KEEL PLATES.**

No. 14 keel plate removed, faired and refitted.

**BOTTOM AND SIDE PLATING PORT.**

A15 & 16 plates removed, faired and refitted.  
 A20 plate renewed.  
 B2, 3 & 4 plates faired and or repaired in place.  
 B16 & 17 plates removed, faired and refitted.  
 B19 plate partly doubled and electric arc welded all round.  
 B20 plate doubled, electric arc welded all round and riveted to frames.  
 C14 & 15 plates faired in place.  
 D14 & 15 plates renewed.  
 D16 & 17 plates faired in place.  
 E15 & 18 plates faired in place.  
 E16 & 17 plates renewed.  
 F17 & 18 plates faired in place.  
 G5 plate doubled, electric arc welded all round and riveted to frames.  
 G11, 18, 20, 21, 22 & 23 plates repaired in place.  
 H20, 21, & 22 plates faired and or repaired in place.

**FRAMES PORTSIDE.**

Nos. 35, 36, 37, 38, 39, 40, 41, 42, 43, 44 & 45 frames renewed.  
 Nos. 32, 33, 34, 46, 47, 48 & 49 distorted frames faired in place.

**INNER BOTTOM PLATING.**

4 inner bottom plates in way of the above mentioned frames removed, faired and refitted. 18 flanged brackets renewed.

See plan of drawings of ship's side

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged 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.



Rpt. ~~24X~~ 8a.

Port of ALGIERS. (N.A.)

Continuation of Report No. 1641 dated 5/6/46

on the

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 &amp; 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: 24 of 1928 → 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*  
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5/6/46.



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