

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th FEB 1942 When handed in at Local Office 23rd FEB 1942 Port of PLYMOUTH

No. in Reg. Book. 28129 Survey held at Plymouth Date, First Survey 8-7-41 Last Survey 25-11-1941
(No. of Visits 25)

on the Wood, Iron or Steel ss "Mari II"
TONNAGE:— Built at Swansea By whom N.P. Werf. Ltd. When 1918
GROSS 1395 Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DK. 1226 Managers M. C. Dawson Port belonging to Glasgow
NET 811

Surveyed Afloat or in Dry Dock? BOTH Name of Dock MILLBAY DOCK & WILLOUGHBY DOCK Destined Voyage O.H.M.S.

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 10041 Port TS 1.41
(Class Contemplated) EXAMINED 1.41

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage 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 YES. OWNER'S SUPT. Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 9 ins.

NOT REQUIRED. Was a damage report made by anyone else? If so, by whom? NO

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification and Damage

Damage alleged to have been caused through enemy action from the air, and subsequent sinking in Millbay Docks Plymouth on the 21st April 1941.

Now done.—Vessel raised and placed in Dry Dock and all wreckage, fittings, masts and derricks condemned. Vessel's decks, cabins, Hold, Engine Room, Storehold, & spaces etc cleaned out, and washed down previous to repairs being commenced.

Vessel's Bottom & Rudder thoroughly cleaned, examined & found or placed in a good condition and afterwards recoated. Bolt-topping, Top-sides, Superstructure outside deck houses, Bridges, Fiddly Casing and deck fittings, & Deck head of Boat deck cleaned, scraped and recoated.

Boat Deck—Accommodation (Port & Starboard) stripped of all existing timber, steelwork sealed & coated, & P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	<u>GOOD</u>	State if Tanks have been examined inside	<u>YES</u>	Air and Sounding Pipes	<u>GOOD</u>	Copper, or Y.M. of Wood Vessels	<u>✓</u>
Caulking of Decks	<u>~Do~</u>	State if Tanks now tested	<u>YES</u>	Dblng. Plates under Sounding Pipes	<u>~Do~</u>	(State if on Feet.)	<u>✓</u>
Coamings	<u>~Do~</u>	Bulkheads	<u>GOOD</u>	Engine Room Skylights	<u>~Do~</u>	When put on, Month	<u>✓</u>
Beams & Fastenings	<u>~Do~</u>	Ceiling	<u>~Do~</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>~Do~</u>	Boats	<u>GOOD</u>
Outside Plating	<u>~Do~</u>	Cement or Asphalt (State which.)	<u>ACEM-Do-</u>	Oil Bunkers	<u>~Do~</u>	Masts, Yards, &c.	<u>~Do~</u>
" " in way of sidelights	<u>~Do~</u>	Rudder	<u>~Do~</u>	Scuppers	<u>GOOD</u>	Condition, how ascertained	<u>EXAMINATION (NEW)</u>
Breasthooks	<u>~Do~</u>	Steering gear and its connections	<u>~Do~</u>	Cargo Hatchways	<u>~Do~</u>	(State if wedges removed)	<u>YES</u>
Transoms	<u>~Do~</u>	Windlass	<u>~Do~</u>	Hatches	<u>~Do~</u>	Sails	<u>✓</u>
Frames	<u>~GOOD-</u>	Have pumps now been examined and found efficient?	<u>~Do~</u>	Planing of Wood Vessels	<u>~Do~</u>	Equipment letter	<u>✓</u>
Reverse Frames	<u>✓</u>	Have Sluice Valves now been examined and found efficient?	<u>~Do~</u>	Caulking	<u>~Do~</u>	Anchors, No. of	<u>35 18</u>
Longitudinals	<u>✓</u>	Have Watertight Doors now been examined and found efficient?	<u>~Do~</u>	Treenails	<u>~Do~</u>	Chain Locker	<u>GOOD</u>
Transverses	<u>~GOOD-</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>~Do~</u>	Breasthooks & Stemson	<u>~Do~</u>	Cables (State if now ranged)	<u>YES</u>
Floors	<u>~Do~</u>			Transoms Pointers, & Crutches ditto	<u>~Do~</u>	" length 210 FMS mean diamr. 1 1/2"	<u>✓</u>
Keelsons	<u>~Do~</u>			Timbers of Frame at openings ditto	<u>~Do~</u>	" (on board)	<u>✓</u>
Stringers	<u>~Do~</u>			Ditto Ditto at other places ditto	<u>~Do~</u>	" Rule length 240 FMS size 1 1/2"	<u>✓</u>
Inner Bottom Plating	<u>~Do~</u>			Stringers, Clamps & Shells ditto	<u>~Do~</u>	Hawser & Warps	<u>~Do~</u>
				Salting (State if examined.)	<u>~Do~</u>	Standing and Running Rigging	<u>~Do~</u>

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

This Vessel is now in a good and efficient condition, and eligible in my opinion for Classification with the notation S.S. PL 7 N° 3; 11, 41 with record of Survey 11, 41.

LICENCE CASE N° 2250 F19-7-41

Survey Fee (per Section 20)	£	Fees applied for,	19
Special Damage & Repair Fee (if any) (per Sec. 20)	£ 21 - 0 - 0	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£ 10 : 8		

Committee's Minute

Character Assigned

TUE. 23 JUN 1942

See Reg. No. 7503

Surveyor to Lloyd's Register of Shipping.

32 ft.

ENTERED

Capacity.

Tons.

54

14

25.

YES. OWNER'S MANAGERS.

Is Certificate required? If so, to be sent to



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BRIDGE SU

FORECASTLE

Total No.

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AFTER

STEEL

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.

Boat Deck cont. Compartments relined. All Doors overhauled and repaired.

Whulhouse & Navigating Bridge. The whole of the lining stripped, Steelwork scaled, coated and compartment relined. Deck Planking overhauled recaulked and payed.

Decks overhauled. Galley & Engine Room Skylights together with Stokchold Vents and Storm Boards overhauled & part renewed.

Forecastle Deck & Fittings. — Port & Starboard Sadders removed, repaired & refitted. Skylight overhauled & part renewed. Beams overhauled & part renewed. Margin Planks & Stanchions & rails overhauled & part renewed. Vents part renewed.

Anchors, Cables & Chain Locker. — Cables ranged and Anchors, Chain Locker scaled, examined, part renewed & recoated.

Bridge Deck. Brackets to Fore end of Bridge (P. & S.) removed, fared & refitted. The whole of the accommodation and Galley stripped of woodwork and composition flooring. Steelwork chipped, scraped, placed in a good condition & repainted and decks recovered as necessary. All steel framing overhauled, scaled, and repaired as necessary before repainting. All Side Scuttles and Deadlights, removed, overhauled, glasses & Rubbers renewed and refitted. All Steel Bulkheads scaled, cleaned, repainted & relined to form accommodation as before.

Masts, Rigging, Derrick & Gear. — Boasting Masts and Rigging removed from ship on account of Masts being buckled & plating torn, and Rigging broken.

Two new Steel Masts complete with all fittings (Please see Certificate attached) Sadders & Electrical Wiring supplied and fitted into original steps and welded in place. New Mast Widges & Mast Coats supplied. Rigging renewed throughout. Dericks part renewed and tested.

Lifeboats: — One renewed and one overhauled.

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

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.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower	34	3	21								30	2	0	STOCKLESS	NOT DESIGNABLE
	2nd "	26	0	14								30	2	0		
	3rd "	24	0	14								26	0	0		
	Collective Weight.	85	0	21								87	0	0		
	Stream	10	1	14								7	3	0		
	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.	When and where tested and Superintendent.
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
21067	15 1/2	1 5/8	4 1/2	60 1/2	21-3-0						13-8-41. SLD. W. V. NORMAN
21079	15 1/2	1 5/8	4 1/2	60 1/2	21-2-19						25-8-41 - Do - - Do -
21080	15 1/2	1 5/8	4 1/2	60 1/2	21-3-2						25-8-41 - Do - - Do -
Iron Steam Chain or Steel Wire.											
					319-2-0	240	1 1/2		STUD LINK + 13 JOINING SHACKLES.		
21081	15 1/2	1 5/8	4 1/2	60 1/2	21-3-14						13-8-41 - Do - - Do -
21091	15	1 5/8	4 1/2	60 1/2	21-2-21						5-9-41 - Do - - R. J. VOGAN
21092	15 1/2	1 5/8	4 1/2	60 1/2	21-3-10						- Do - - Do - - Do -
21093	15 1/2	1 5/8	4 1/2	60 1/2	21-3-14						- Do - - Do - - Do -
04156	75	1 5/8	4 1/2	60 1/2	106-1-22						21-10-41. C. H. S. C. PAUL
41857	303	1 5/8	4 1/2	60 1/2	40-1-21						13-10-41. CARDIFF A. BUTLER
	2105				299-1-17						

Forecastle: — Space stripped of all existing timber, Steelwork scaled, cleaned and painted. Damaged Web brackets to frames & beams renewed. Composition decking removed and steel work scraped and cleaned & new deck covering fitted. All Portlights overhauled, and 5 renewed together with glasses & deadlights.

SEE FOLLOWING SHEET.

Rpt. 9a.

Port of

SHEET 2

PLYMOUTH. Continuation of Report No. 7503, dated 13th FEB. 1942 on the

MARI II

Main Deck: — Cargo space under Bridge Deck cleaned & coated. Hatch Coamings & Covers: — Hatch Covers renewed throughout. Beams and Girders overhauled and repaired. Hatch Battening Bars repaired, and Strongbacks part renewed. New Tarpsaulins supplied throughout.

Fore Well Deck: — Starboard side damaged rail bar cropped and part renewed. Bulwark Plate in way fared in place and bulwark stanchions removed, fared and refitted. Bars on freeing port renewed.

Stern & Poop House: — Damaged plating of Poop House cut away as necessary and two plates renewed. Counter plate in way part renewed.

Fore Hold & No. 2 Hold: — All Hold Ceiling removed, limber Hatches lifted, tank tops scraped, chipped where necessary and after testing coated with tar. Ceiling relaid at fore end and in way of main Hatch. Boundary Angles renewed and limbers relaid.

Tanks: — All Tanks opened up, cleaned, examined overhauled and found or placed in an efficient condition, and tested as per Rule Requirements.

Engine Room & Stokchold: — All Plates lifted, bearers made good, platform in front of Bilers renewed, and Stokchold Plates part renewed.

Engine Gratings & Handrails overhauled & part renewed.

Bunkers: — Port Bunker frames buckled, cropped and part renewed. 2 Angle Stiffeners on Bunker sides and ladders renewed.

New Wood Hatches, Cleats, Battens, Widges & Covers fitted. Shell Plate (P. & S.) in way of bunker Tween Deck doubled.

Storing Gear: — Mechanicals Stand & Storing overhauled & part renewed. Windlass: — Opened out, overhauled, examined and replaced.

Now done for classification: —

The Owner desired that the foregoing examination may be credited for examination required for classification purposes.

and this is submitted for the favourable consideration of the Committee.

Cementing: — A, B & C Strakes (P. & S.) and ships & A Strake (For 4) were found to be cemented. It was generally sound and adhering satisfactorily to the steel. On removal of a portion the plating, frames & rivets under it

were found in a satisfactory condition. The Scantlings as shown in Mid Ship Section were verified and the Shell Plating was drilled with the following results.

	The hull plating is doubled, see plan	Fore		Midship		Aft		Fore		Midship		Aft	
		P	S	P	S	P	S	P	S	P	S	P	S
A	HEEL	1/2	3/16	3/16	3/16	3/16	3/16	3/16	3/16	3/16	3/16	3/16	3/16
B	A STRAKE	—	—	—	—	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8
C	B STRAKE	3/16	3/8	—	—	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8
D	C STRAKE	3/8	3/8	—	—	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8
E	D STRAKE	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8

The Bulkheads (in way of Bilges), Tank tops & sidless ends were also drilled and found satisfactory.

The rivets where removed were found satisfactory, and the counter sinking and workmanship generally good.

5m. 11.57. (MADE IN ENGLAND.)

Lloyd's Register
Foundation

Now done for Classification: - contd

Painting Arrangements: - Additional Painting beams & connections fitted to Surveyor's satisfaction

Additional Strengthening of the Fore Part of the Bottom: - The arrangements were found to be generally in accordance with Rule Requirements, and additions made to the Surveyor's satisfaction.

Anchors: - It will be noted that the collective Weight is slightly less than that required by the Rules, but in view of the State of Emergency existing and the fact that three Anchors are aboard the Owners request that same be accepted is submitted for the favourable consideration of the Committee.

Repairs for Wear & Tear: -

Port Boiler Room Tank: - 3 Floor scuffed and upper parts renewed. Cement B ocs removed and For¹ Tank end plate doubled. Rivets renewed in For¹ Tank end stiffeners

Minor repairs satisfactorily effected throughout the Vessel.

Chain cables: - Stretched and worn renewed with 210 fms of New Cable.

Permanent Repairs effected to deferred Damage: -

Forecastle deck plate & Upper deck stringers

Plate (about No 1 Hatch) renewed.

N.B: - Electric Welding in Stem Bar specially examined and found efficient.

Attest.