

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME s.s. 'SAINT BERTRAND' REPORT Nts. No. 21  
(ex 'Chemnitz')

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

"The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built in 1929 and classed with the Germanischer Lloyd.

She has held "Examined L.R." notations since 1942. The validity of the last "Examined L.R." notation expired 5,47.

The notation was then subject to indented shell plate in 3rd strake below sheer abreast No. 2 hatchway (p.s.) being dealt with at Owners' convenience, permanent repairs to buckled shell plating and poop deck plating, framing, etc. (p.s.a.) at the first opportunity and set up keel plates Nos. 2 & 3 and shell plates A.2 & 3 (p & s) and B.1 (s.s.) at the first convenient opportunity, also to (a bower anchor and 45 fathoms of chain cable being supplied).

Plans and a First Entry Report forwarded by the Nantes Surveyor and the thicknesses of deck plating obtained by drillings forwarded by the Havre Surveyor have been examined in this Office and the scantlings and arrangements found suitable for the class 100A-.

The vessel has been converted to oil burning in accordance with approved plans.

Action has been deferred pending the receipt of a Rpt. 8 regarding the Special Survey for Classification and repairs.

For full particulars regarding this case see previous endorsements and correspondence.

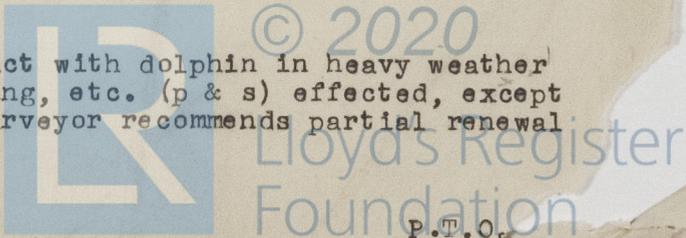
The NANTES Surveyor, in a Rpt. 8, reports 8.48, the vessel placed in dry dock and the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

Sketches showing the thicknesses of bulkhead plating obtained by drilling have been forwarded.

Due to wear and tear, a considerable number of bulkhead plates and a number of deck and inner bottom plates renewed, other deck plates replaced and minor repairs carried out.

The items as above have been dealt with except the set up keel and bottom plating, part of the indented shell plating, etc. (p & s) and equipment.

On account of damage due to contact with dolphin in heavy weather renewals and/or repairs to shell plating, etc. (p & s) effected, except indented plate E.7 (s.s.)<sup>for</sup> which the Surveyor recommends partial renewal at the first opportunity.



'SAINT BERTRAND'

*30 fathoms of damaged cable require to be renewed. See Nant's letter 9.11.48*

The equipment now on board is short of 30 fathoms of chain cable and a stream steel wire rope. The anchors and chain cables comply with the Rules and it appears from the Germanischer Lloyd register Book that they were tested by that Society.

IT IS THEREFORE SUBMITTED that the figure '1' without the notation "Lloyd's A & CP" be assigned, subject to 30 fathoms of chain cable and a stream steel wire rope being supplied at the first opportunity.

IT IS FURTHER SUBMITTED the vessel is eligible to be classed LOCAL with record of docking survey 8.48 and the notation of "S.S.- 8.48" subject to indented shell plate E.7 (s.s.) being partly renewed, set up keel and bottom plating and indented shell plating (p & s) being dealt with and 30 fathoms of chain cable and a stream steel wire being supplied at the first opportunity, but without other condition.

*amend to 60 fathoms. See endorsement on Nant's letter 9.11.48*

LOCAL "Fitted for oil fuel 8.48 F.P. above 150°F".

8.48 Nts. ) Subject  
S.S. Nts.- 8.48 ) without  
Classed 8.48 )

2 Dks  
Cell DB 391' 1356t, DTa 15' 633t, DTf 15' 383t, FPT 73t, APT 35t  
FK, 7 BH, Cem  
P 25' B & F 405' Upper F 40'  
O.L. 471.0'

b†

It is submitted the Surveyor be informed it is concluded the machinery spaces have been examined and found satisfactory, but this should be confirmed.

He should be requested to state what action has been taken regarding the plate on bulkhead 34 in the 3rd strake from the bottom (p.s.) shown on the sketch to be only 3 mm. in thickness and furnish particulars of the means of closing the openings in bulkhead 83 in way of the lower tween decks as shown on the sketch forwarded with his report.

*He should further be requested to state whether cargo battens have been fitted as required by the Rules.*  
The overall length of the vessel should be stated.



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*J.C.D.*  
2.11.48.

Lloyd's Register  
Foundation