

# COPY.

Extract from Caen report No.33 dated 27.1.21 on the steamer  
"DEPUTE RENE REILLE".

..... Damage stated to have been sustained by colliding with the Quay wall entrance of locks to the Canal de Caen a la Mer at Quistreham on the 9th September 1920 while on return in tow to Chantiers Navals Francais Shipbuilding Yard at Blainsville from Le Havre at which this vessel's engines and boilers were placed on board. For further particulars see "Extrait du Rapport de Mer tenu au Greffe du Tribunal de Commerce de Caen" dated 9th September 1920.

The forged steel stem bar set a maximum of 2" over to starboard for an extent of 10 feet in way of scarp connecting forged steel stem bar to cast steel forefoot. Cast steel forefoot fractured at upper end. 3 shell plates abutting stem bar port side and 3 shell plates abutting stem bar starboard side buckled and rivets started

The undernoted repairs have been carried out :

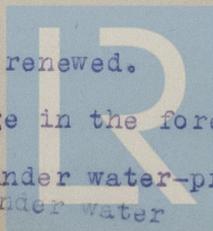
The forged steel stem bar cut above damage, the cast steel forefoot cut below fracture, new scarp machined and a new length of forged steel stem bar fitted in place.

The 4th and 5th foremost shell plates below sheerstrakes port and starboard sides removed, faired and replaced, the 6th foremost shell plates below sheerstrakes port and starboard sides cut 3 feet abaft stem, the buckled portions removed, faired, replaced and connected by Quadruple riveted butt straps.

All riveting in way of repairs renewed.

There was no evidence of leakage in the fore peak tank.

The fore peak tank was tested under water-pressure, the test was satisfactory.



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Lloyd's Register  
Foundation

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