

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st October 1940 When handed in at Local Office 21st October 1940 Port of Southampton

No. in Survey held at Southampton Date, First Survey July 15th 1940 Last Survey 26th October 1940
Reg. Book. (No. of Visits 24)

76441 on the Wood, Iron or Steel S.S. "RENE MARIA"

TÖNNAGE—

Built at Hoboken

By whom Antwerp Engineering Co.

When 1922

MONTH

GROSS 1860

Owners Ministry of Shipping

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DEK 1674

Managers Broomhill Steamships Ltd

Port belonging to London

NET 1119

Surveyed Afloat or in Dry Dock? Both

Name of Dock N^o 3 Dry Dock

Destined Voyage Government Service

ellDBoDBa feet; uE&B feet; f feet
Total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Machinery and Boiler
Surveys
(including date of N.B., if any).

* 100 A1

* LMC

2,39

MS 1,36.

SS Cpx N^o 3 1-36

BS 1,40.

TS (CL) 2,40.

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

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

Last Report, No. 20/28 Port Lt

Periodical surveys, when held, must be reported in detail and serially 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, to Superintendent

Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 0 1/2 ins.

Not Required.

Was a damage report made by anyone else? If so, by whom? Yes, to Superintendent

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage, Docking & Condition.

Damage stated to have been due to bombs dropped from enemy aircraft resulting in explosion & fire, on 4th July 1940 in the English Channel whilst on a voyage from Louth to Sydney (Cape Breton Island).

NOT DONE FOR DAMAGE.

Vessel examined afloat & in Dry Dock, it being found that damage had been caused to shell, internal structure in way of cum bunker & aft end of N^o 2 hold, also in way of N^o 5 D.B. Tank; superstructure, accommodation & bridge extensively damaged by fire, main & bridge deck plating buckled amidships.

The damage was made good as follows:—

(Please see over)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed	1 Port Head 3 Port Head	✓	✓	✓	4 Port Beam 5 Port Beam	✓	18	1 Bulwark plate & 6 Bulwark plates renewed
Removed and Paired or Repaired	2	6	✓	✓	5	✓	✓	5 Bulwark plates renewed & paired
Faired or Repaired in place	5	1	✓	✓	1	✓	4 1/2	Double fitted to deck plates aft.

PRESENT CONDITION OF THE

Decks	Efficient	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on felt.)
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	✓	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	Pluggers Report
" " in way of sidelights	✓	Windlass	Good	Hatches	Good	(State if wedges removed)	
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	✓	Equipment letter	T.
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	2 B 18
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	Yes	Treenails	✓	Cables (State if now ranged)	Yes
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	✓	" length	210 ft. mean diam. 1 1/2"
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	✓	" Rule length	240 ft. size 1 1/4"
Keelsons	Good	Double Plates under Sounding Pipes	Good	Timbers of Frame at openings	✓	Chain Locker	Good
Stringers	Good			" " at other places	✓	Hawsers & Warps	Stated Sufficient
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	✓	Standing and Running Rigger	Good
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Sails	✓
Have the Tanks been tested?	Yes						

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 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."

The vessel as now seen is in an efficient condition & eligible in our opinion to remain as classed in the Register Book & to have fresh record of Survey 10,40 & the notation of ss N^o 1-40 when the survey is complete.

Survey Fee (per Section 29)	ss 2 nd N ^o 1	15 : 0 : 0	Fees applied for,	21 st Oct 1940	18 9 9
Special Damage or Repair Fee (if any)	Damage	15 : 15 : 0	Received by me,		
Travelling Expenses (if chargeable)	✓				
Second Surveyor's Fee (if any)	✓				

Committee's Minute

Character Assigned

Deferred for Nov 11
Comp. 2nd No

TUE. 4 MAR 1941

Deferred
(100 ft. 10.40 Son)

F. C. J. Owen & Son
Surveyors to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

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Tunnel placed in Dry Dock, all double bottoms & peak tanks tested & either found or made tight.

Shell. Doubling plate made & fitted to bulwark plate on port side at break of bridge forward, fracture in plate electrically welded, freeing port door framed & frame renewed. Bulkhead stay & legs removed framed & refitted, bridge front boundary box adjacent cropped & part renewed.

Bulwark plate on starb. side in way of bridge front renewed, seat plank aft together with stays & stiffeners removed, framed & refitted. Lap of adjacent plate framed in place. Freeing port door renewed.

Starb. side abreast Saloon Deckhouse.

E' strike plate framed in place, 2' F' strike plates framed in place, C' strike plate cropped & part renewed, quadruple rivetted butt strap fitted inside over butt, remainder of plate framed in place. H' strike plate removed framed & refitted, I' strike plate framed in place. K' strike plate framed & refitted.

All rivetting in way of foregoing plates overhauled & made good.

Port side in way of N° 2 Hatch.

1 E' strike plate framed in place.

D.B. Tanks & Peaks.

Fore & Aft Peak Tanks & all D.B. Tanks examined internally & tested. Plate hatch made fitted & welded in way of bomb hole in margin plate on starb. side N° 5 D.B. margin angle framed in place. Flange of tank side bracket cropped off & rivetted angle fitted, bracket framed in place.

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 ...															
	2nd "															
	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.

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
60490F	1473	1 3/4"	55.2.10	77.2.22	3.16				Steel Link	L. Bloomer & Co.	Bradley Heath
60490F	10	1 3/4"	-do-	-do-	23.0.8				-do-	-do-	S.G. Paul.
Iron Stream Chain or Steel Wire...											

B.A. shell frame framed in place.

3 knee legs on starb. side N° 2 D.B. Tank & 2 on port side renewed.

Bilge Keels.

Aft long 4th of bilge keel on starb. side cropped & part renewed (affix 12"), butt welded & strapped. Flange of Lee bar framed in place. Turns in 1st & 3rd bilge keels renewed as necessary.

(Please see Page 2)

pt. 2a.

Port of Southampton.

Continuation of Report No. 17847 dated 31st October 1940. on the

SS "IRENE MARIA" Damage Repairs Co. & Co.

Deck Plating.

Main Deck (Inside Bridge adjacent to gun bunker hatch).

Stringer plate on starb. side renewed, seat plate aft cropped & part renewed.

D' strike plates starb. (2) in way of trimming hatch renewed.

Starb. Trimming hatch renewed together with wood hatch covers, cleats, tarpaulins etc.

C' strike plates starb. (2) between aft end of N° 2 Hatch & gun bunker renewed. Doubles at aft corner of N° 2 Hatch renewed.

B' strike plates on port & starb. sides (2 plates) renewed. 2 Doubles in way of gun bunker hatch corners renewed.

A' strike plates on port & starb. sides (2 plates) renewed.

Gun bunker hatch renewed complete together with wood hatch covers, cleats, tarpaulins etc. & 1 portable hatch beam.

Deck Beams. (Adjacent to gun bunker hatch).

Strong beam at aft end N° 2 Hatch framed in place.

4 Full long 4th B.A. beams forward of gun bunker hatch renewed.

2 B.A. half beams on each side abreast gun bunker removed & framed.

Deck girders under deck extending 4 frames aft from N° 2 Hatch end renewed.

Aft bulkhead plating between main & bridge decks removed, framed & refitted together with vertical angle stiffeners. Foundation angle cropped & part renewed on starb. side (affix 9'-0" x 3' x 3' angle).

Centre & Starb. Pillars between decks renewed & port pillar refastened.

Forward end of back casing on starb. side cropped & part renewed.

Gun door framed & refitted.

Bridge Front between main & bridge decks.

Bulkhead part renewed (affix 22'-0") from starb. side together with top angle, foundation box, ship's side angles & brackets.

7 Vertical B.A. stiffeners renewed. Starb. watertight hinged door renewed.

Upper Deck.

Rivetted Double made & fitted in way of bomb hole in butt of N° 2 & 3 (from aft) stringer plates on starb. side abreast N° 4 Hatch. Deck plating in way framed in place.

Bridge Deck Plating. (Adjacent to Gunner Hatch).

A' strike plate (centre) renewed, 1 B' strike plate starb. renewed, 2 C' strike plates starb. renewed, 2 D' strike plates starb. renewed, 2 Stringer plates adjacent renewed. B', C' & D' strike plating on port side framed in place. Small plate doubled fitted in way of small hole on D' strike plate port side.

Deck Beams in way.

N° 1 (Fore) B.A. beam removed, framed & refitted.

N° 3, 4 & 5 B.A. beams renewed.

N° 6 B.A. beam cropped at centre line & starb. length renewed.

N° 7, 8, 9 & 10 B.A. half beams renewed.

S.A. "RENE MARIA" Damage Cont^d 3/

Deck Ladders. Fore & aft runner angle on underside of bridge deck from bridge front to bunker hatch renewed together with lug attachments.

Bunker Hatch Latch between bridge & top decks.

Coaming plate on starb. side renewed. Remainder of hatch plating & stiffeners removed, faired & refitted. Hatch covers, tarpaulins (2) & locking bars renewed.
N^o 2 Hold.

After Hatch coaming removed, faired & refitted.

Aft Bulkhead.

11 Vertical B.A. Stiffeners on Starb. side renewed.

Top Strake N^{os} 1, 2 & 3 Plates (from starb.) removed, faired & refitted.

2nd Strake N^o 1 Plate " " renewed.

N^{os} 2 & 3 Plates " " removed, faired & refitted.

3rd " N^o 1 & 2 " " renewed

N^o 3 Plate " " faired & refitted.

4th " N^{os} 1, 2 & 3 Plates " " renewed.

Port & Starb. watertight doors & slides renewed complete.

2 Horizontal plate brackets to bulkhead on starb. side renewed.

Bulkhead top angle on starb. side cropped & part renewed. Foundation angle caulked

Bulkhead line tested on completion & proved tight.

Internal Repairs.

Built pillar at aft end of N^o 2 Hold released, faired & rivetted.

Shell Frames.

N^o 9 B.A. shell frame on port side (from aft end N^o 2 Hold) cropped & lower length renewed (approx 9'-0"). Back bar fitted at butt & butts welded.
N^{os} 9 & 10 Tank side brackets renewed.

N^{os} 10 & 11 B.A. shell frames on starb. side cropped & lower lengths renewed (approx 9'-0"). Back bar fitted at butts & butts welded.

N^{os} 1, 2, 3, 4, 5 & 6 B.A. shell frames starb. removed, faired & refitted.

Bunkers.

Plating & stiffeners at fore end of port bunker faired in place.

Door Slides renewed.

Plating at fore end of Starb. bunker bulkhead renewed together with door & slides.

Fore & Aft Well Decks.

Steam wind between N^{os} 1 & 2 Hatches renewed in its entirety.

Hatch covers on N^{os} 1 & 2 Hatches renewed completely, covers on N^{os} 3 & 4 Hatches renewed or repaired as required. 2 Tarpaulins renewed on each of N^{os} 1, 2 & 3 Hatches, all wood wedges renewed & spars supplied. Hatch locking bars faired & repaired on all hatches.

Accommodation ladders repaired & made good.

Accommodation & Superstructure.

Forecastle accommodation repaired & made good as required.

All damaged plating on saloon deck loose together with deck beams (Please see Page 4)

SS "IRENE MARIA" Damage Survey⁴

the plates etc: renewed; wood deck over, renewed, caulked & painted.
Accommodation in this space completely renewed.

Forward & after ends of deck plating on after deckhouse stripped & renewed. Accommodation completely renewed throughout.

Steel Charterroom completely renewed together with accommodation.

Existing steel wheel room plating fixed in place as necessary.
Accommodation renewed throughout.

Wood decking & beams on top of Charterroom extended to form
Port & Starboard wings for Navigation bridge, stanchions, dodgers,
sky light screens renewed in their entirety. Telegraph, steering
column & compasses fitted in place & secured.

Running spars, spreaders, stanchions & lifebuoys etc: renewed as
required.

All deck steam & exhaust pipes from abreast galley to half length
of No 2 Hatch repaired & refitted.

Boats.

2 Lifeboats & Jolly boat fitted on new chocks & skids, davits
overhauled, blocks renewed as necessary, all falls, spars & guys renewed.

Anchors & Cables.

Anchors & cables ranged & examined.

2 new lengths of $1\frac{3}{4}$ " stud link chain cable connected up on Port
side to make up emergency requirements (i.e. 120 fath: Port & 90 fath: Starboard).

Winchlasses examined & found in good order.

Electrical. All damaged wiring stripped out in accommodation &
renewed together with fuse boxes, switches & fittings.

On completion of repairs all circuits megger tested & found to be
to Rule requirements.

General.

Holes in main funnel, waste steam pipe & galley funnel welded up.

All damaged vent coverings, legs & cowls repaired.

Holes in fidley casing, storm covers & sky lights welded up.

All standing & running rigging examined, overhauled & made good.

Hold ceiling lifted throughout & relaid with part new.

All suction pipes, air pipes & sounding pipes examined & found or
put in good order.

On completion, shell repairs were tested & found tight.

NOW DONE FOR DOCKING

Hull examined in Dry Dock, bottom & muds cleaned & recoated.

Repairs for wear & tear.

Tank end plating stripped & part renewed on port side between No 3 & 4 Tanks.

Plate patches made & fitted in way of holes on No 3 Tank top & at forward
end of No 4 Tank.

S.S. "RENE MARIE"

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Now Done for Part Special Survey 2nd N^o 1

Tanks including peaks examined internally & tested. Ceiling removed from tank tops & bilges & relaid with part new. Bunkers cleared, scaled as necessary, examined & recoated. Machinery space, bridge space, accommodation space, tunnel, holds & chain locker cleared, steel work examined & recoated. Windlass opened out & examined. Cables ranged.

Bottom & rudder cleaned, examined & recoated.

To Complete the Survey:-

All decks to be examined & made good, plating under side lights to be examined; ~~masts & spars & rigging~~ ^{all masts & spars}, steering gear, hand pumps, water tight doors & general equipment to be examined. Comings and casings to examine.

It was stated this would be done at the first available opportunity.

also ~~stelmans~~ ^{stelmans} anchors ventilators, air & sounding pipes,

per letter 22.11.40

F. L. J. Bowen.

ways

RETAIN