

AIR LETTER

14th October, 1949.

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Dear Sirs,

I have to acquaint you that the steamer "VERGRAY" ex "EMPIRE GARRY" is leaving San Francisco today for a port in Japan where it is proposed to dry dock her. The Owners are at present uncertain to which port she will proceed but suggest you should keep in touch with their Agents, Messrs. Dodwell & Co. Ltd., of Tokio. She is estimated to arrive about the 2nd or 3rd proximo.

The item remaining to complete the survey for first classification in this case is the internal examination of No.1 double bottom tank which could not be attended to when the remainder of the survey was carried out at Newport in April last.

The Owners now state this tank is ready for inspection and I shall be glad if you will give the case attention on arrival.

As regards the equipment, the Newport Surveyors stated that three bower anchors, a stream anchor and 285 fathoms of chain cable were on board. Of this equipment 45 fathoms of chain and one bower anchor were tested in this country but we have not yet ascertained particulars of the weight and test of the remaining anchors and chain cable.

From the records in the Germanischer Lloyd Register Book, however, it appears that the anchors and cables originally supplied were tested by that Society and, in the special circumstances, it has been agreed to assign the figure '1' for equipment when the weights of all anchors have been reported as complying with the Rules, and 15 fathoms of chain cable have been supplied.

Should opportunity, therefore, present itself for verifying the weights of the anchors, this should also receive attention.

Yours faithfully,

The Surveyors,
KOBE.

Clerk to the
Classification Committee

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011352-011359-0224