

3m,6,49.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

VESSEL'S NAME s.s. "VERGRAY" REPORT Npt No. 25515
(ex "Empire Garry", ex "Treuenfels")

The 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, 24/6/32.)

This vessel was built in 1928 and classed with the Germanischer Lloyd.

A Notation of (Classification Contemplated) has been assigned.

The validity of the last "Examined L.R." notation expired 3.48.

Action has been deferred for Periodical Special Survey (D) for Classification.

Permanent repairs are required, ^{to} indented shell plating etc. (p.s.) and to rudder trunk at the first convenient opportunity, to shell plate in way of D.G. cable recess in F.P. store (p.s.) at the first opportunity convenient to the Owners and (45 fathoms of chain cable to be supplied)

Plans have been examined and the scantlings and arrangements approved by the Committee for the class 100A-

For further particulars see endorsements and correspondence.

The NEWPORT, MON. Surveyors, in a First Entry Report and Rpt 8, report 4.49, the vessel placed in dry dock, the scantlings and arrangements verified, the requirements of the above Special Survey, except the examination of No. 1 double bottom tank, complied with and minor repairs effected.

The shell plating has been drill tested with satisfactory results.

The vessel has been converted from coal to oil burning and the tanks in the lower 'tween decks forward and abaft of the machinery space have been arranged for the carriage of oil to be used as fuel in accordance with approved plans. Coaling ports in the side shell (p. & s.) have been permanently closed.

Indented shell plates D, E & FL (p & s) now dealt with.

The remaining indented shell plating (p. & s.), shell plate in way of D.G. cable and rudder trunk as above examined, found efficient and the Surveyors recommend that these be considered as items under (Group B)

On account of damage through heavy weather renewals and/or repairs to rudder, shell plating and rivetting carried out.

There are now on board 3 bower anchors, a stream anchor and 285 fathoms of chain cable. Of this equipment 45 fathoms of chain cable, as above, now supplied and one bower anchor have been tested at Lloyd's Proving Houses in this country.

011352-011359-0228 112

P.T.O.

"VERGRAY"

For the remaining anchors and chain cables particulars of weight and test have not been furnished.

From the records in the Germanischer Lloyd Register Book however it appears that the anchors and chain cables originally supplied to the vessel were tested by that Society and it is submitted that she be eligible for assignment of the figure "1" when the weights of all anchors have been reported as complying with the Rules, and 15 fathoms of chain cable have been supplied.

It is further submitted the vessel is worthy to be classed 100A- with record of docking survey 4.49 and the notation of S.S. - 4.49 (Dr) but without special condition when No 1 double bottom tank has been examined and found satisfactory, but that further action be deferred in the meantime.

Endorsement (Group B)

Indented shell plating (p & s)
Permanent repairs to D.G. cable
recess (p.s.) & rudder trunk.

Classif. Survey held,
except examination
of No 1 DB tank.

Insert in R.B. on completion of S.S:-

100A- "Fitted for oil fuel 4.49, FP above 150°F"
4.49 Npt)
s.s. Npt - 4.49 (Dr)) without

Classed 4.49

2 Dks

Cell DB 437' 1440t, FPT 146t, APT 132t

EK, "One intermediate BH aft dispensed with" 7BH, ^{pt} 1 Cem, ^{pt} 1 Asp

P 66' B 285' F 39'

O.L. 510.2'

"et"

It is also submitted the Surveyors be requested to confirm that the depths of the frames and deck beams are as shown on the plans, that the spacing of the rivets connecting the frames to the shell plating and the strengthening of the bottom forward are in accordance with or equivalent to Rule requirements.

They should be informed it is concluded the applicable requirements of Section 20 of the Rules have been complied with.

0228 212

23.9.49.

© 2021

Lloyd's Register
Foundation