

13 JUL 1949

No. 25515

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28th. June 49

When handed in at Local Office 28th. June 49

Port of NEWPORT, Mon.

No. in Survey held at NEWPORT, Mon.

Date, First Survey 6th. Dec. '48

Last Survey 13th. April, 1949.

Reg. Book 40503 on the Wood, Iron or Steel

S.S. "VERGRAY" (ex Empire Garry)

(No. of Visits) 23.

TONNAGE—

GROSS 8551

UNDER DECK 7808

NET 5219

Built at Weser-münde-G.

By whom Deutsche-Schiff. und Maschinenbau A.G.

Owners Vergocean S.S.Co.Ld.

Managers

Owners' Address

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock Tredegar Dry Dock

Destined Voyage

WB=CellDBorDBa

feet; uE&amp;B

feet; f

feet

total capacity tons. FPT

tons; APT

tons; MT

feet

tons.

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

Last Report, No.

Port

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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

RPT. HEREWITH

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

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 8 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY FOR CLASSIFICATION

Now Done.

Vessel placed in dry dock. shell plating and rudder plating examined and recoated. Holds, tween decks, superstructures, peaks, bunkers, engine and boiler spaces examined, and steelwork sealed and recoated where necessary. Limbs close and spar ceiling and pipe canopy also cement chocks at vessel's sides removed as required for examination of structure in way. plating in way of openings examined, all tanks, including fore and after peaks, and deep tanks (except No. 10 Btm tank) examined internally and all tested to Rule requirements. cables ranged, chain locker.

## SUMMARY OF DAMAGE REPAIRS:—

Renewed  
Removed and Fair or Repaired  
Fair or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

Rudder side plates removed, internal structure part removed & recoated.

## PRESENT CONDITION OF THE

Decks Good  
Caulking of Decks "  
Coamings "  
Beams & Fastenings "  
Outside Plating "  
" " in way of sidelights "  
Breasthooks "  
Transoms "  
Frames "  
Reverse Frames "  
Longitudinals "  
Transverses "  
Floors Good  
Keelsons "  
Stringers "  
Inner Bottom Plating "

State if Tanks have been examined inside yes  
State if Tanks now tested yes  
Bulkheads Good  
Ceiling "  
Cement or Asphalt (State which) "  
Rudder "  
Steering gear and its connections "  
Windlass HAND "  
Have pumps now been examined and found efficient? yes  
Have Sluice Valves now been examined and found efficient? "  
Have Watertight Doors now been examined and found efficient? yes  
Have Ventilators and their Coamings been examined and found efficient? yes

Air and Sounding Pipes Good  
Dblg. Plates under Sounding Pipes "  
Engine Room Skylights "  
Coal Bunkers, Open'gs, Lids, &c. "  
Oil Bunkers "  
Scuppers "  
Cargo Hatchways "  
Hatches "  
Planking of Wood Vessels "  
Caulking ditto "  
Treennails ditto "  
Breasthooks & Stemson ditto "  
Transoms Pointers, & Crutches ditto "  
Timbers of Frame at openings ditto "  
Ditto Ditto at other places ditto "  
Stringers Clamps & Shelves ditto "  
Salting ditto "  
(State if examined.)

Copper, or Y.M. of Wood Vessels (State if on felt) "  
When put on, Month Year "  
Boats Good  
Masts, Yards, &c. Good  
Condition, how ascertained By examination (State if wedges removed) "  
Sails "  
Equipment letter dt et  
Anchors, No. of 3 + 1  
Chain Locker Good  
Cables (State if now ranged) yes  
" length 285 fms mean diam. 2 1/8"  
" (on board) Rule length 300 fms size 2 1/8"  
Hawser & Warps Superior 6 1/2"  
Standing and Running Rigging Efficient

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24.

This vessel as now seen is in efficient condition and eligible in my opinion for class contemplated with fresh record of survey 4.49 and to have the notation S.S. 14PT 4.49/200 examination No. 1.2.5th tank internally. Subject to shell plate in way of regaining cables mess in fore peak store (P.S.) under shell plate (P.S.) and Rudder trunk being dealt with at owners convenience. (Group B)

Survey Fee (per Section 29) CLASSIFICATION 14.8 : 0 : 0  
Special Damage & Repair Fee (if any) REPORT 31 : 10 : 0  
Travelling Expenses (if chargeable) (CASH/FF) 1 : 0 : 0  
Second Surveyor's Fee (if any) 5 : 5 : 0

Fees applied for,

11 7. 19 49

Received by me,

19.

(15 fms chain cable to supply)

In Henderson &amp; Co. Stock

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 14. OCT 1949

Character Assigned

Write NW (Spl)

100A-

Classification contemplated

011352-011359-0232 113

Lloyd's Register Foundation

SPECIAL REPAIRS LIST ITEMS.

shell plating in way of degaussing cable wires in fore peak tank (p.s.) not dealt with at this time specially examined and found efficient meantime (Group. B.)

Insulated shell plates. E stroke No. 1 from fore. (p.s.) D stroke No. 1 and F stroke No. 1 from fore. (p.s.) now dealt with at this time these items to be deleted from S.R. list the remaining insulated shell plates noted in last report No. 21854 not dealt with. specially examined and found efficient meantime as per (Group. B.)

Rudder trunk not dealt with at this time temporary repairs previously made. walking plate specially examined found efficient meantime (Group. B.)

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF 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 ..															
	Collector 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.	Stain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	In.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	In.			
22088	15	2 3/4	127 1/2	181	57 3 0		23 1/2	2 3/4	STOP LINE		L.P.H. L.W. B. 10. 48 R.J. YOGAN.
22087	15	2 3/4	127 1/2	181	57 3 21				"		L.P.H. L.W. B. 10. 48 R.J. YOGAN.
22089	15	2 3/4	127 1/2	181	56 2 7				"		L.P.H. L.W. B. 10. 48 R.J. YOGAN.
	Iron Stream Chain or Steel Wire....										

S. I. "VERGRA-1."Special Survey (Continued)

anchors, decks, casings, boats, masts, rigging and general equipment examined. Hatchways, ventilators, all closing appliances, hand pump, watertight doors, air and sounding pipes, windlass, steering gear. (Main and auxiliary) found or made satisfactory  
Freeboard verified new certificates issued

Repairs effected

Shell plate, F stroke No. 9 from fore (P) side. 96 rivets renewed. Seam recalculated saddle back, crown doubler fitted (p.s.)

Cooling hatch, rivet angle renewed

" " Fore hold doubler fitted.

ALTERATIONS. Cooling port door in shell now permanently closed. (p.s.)

Vegetable oil tanks fore and aft (P.S.) now converted for the carriage of oil fuel as per approved plans, 44.12.48.  
F.P. above 150°F.

on completion tanks examined and pressed up, found tight and satisfactory

SHELL DRILLINGS.

STRAKE.	ORIGINAL THICKNESS.	MIDSHIP		ORIGINAL THICKNESS.	FORE.		AFT.	
		PORT.	STARBOARD		PORT.	STARBOARD	ORIGINAL THICKNESS.	PORT.
KEEL	.94	1.00	1.00	.86	1.00	1.00	.86	1.00
A.	.74	.73	.72	.53	"	"	.53	"
B.	.74	.70	.72	.53	"	"	.53	"
C.	.74	.73	.72	.53	.68	.72	.53	"
D.	.74	.73	.73	.53	.54	.55	.53	.58
E. BILGE.	.74	.70	.73	.53	.53	.54	.53	.54
F. BILGE.	.74	.70	.73	.49	.58	.60	.49	.55
G.	.72	.58	.65	.49	.50	.50	.49	.55
H.	.72	.60	.70	.49	.55	.60	.49	.50
J.	.72	.65	.65	.49	.58	.50	.49	.55
K.	.72	.70	.68	.49	.60	.58	.49	.62
L. UPPER DECK SHEER	.72	.72	.70	.49	.70	.70	.49	.71
M.	.72	.74	.74	.49	.45	.45	.49	.40
N. BRIDGE DECK SHEER	.72	.70	.70	FOUL.	.45	.45	POOP.	.40

The above original thicknesses taken from original plans.  
Shell drillings at ends taken in vicinity of peak bulkheads.

To complete Special Survey

No. 1. Double bottom tank to be examined internally

No. 2. 2<sup>nd</sup> tank not examined internally at this time on account of shortage in tank. Owner's Supt. was unable to get double bottom tank planned.

Newport

S.S. "VERGRAY"DAMAGE

Stated to have been sustained through vessel encountering heavy weather whilst on voyage from Tyne - Pensacola, Pensacola - Hamburg, Hamburg - Narvik, and Narvik - Glasgow, between 26th. August, 1947 and 27th. March, 1948.

On examining vessel in dry dock found :-

Rudder side plates fractured, a number of studs and rivets through side plates to horizontal girders, slack, bottom bush fractured.

On removing side plates, found 5 of the horizontal girder angles fractured, and a number of slack rivets through tie plates, slack.

Top section of stream line plating, set in.

A number of odd leaks on shell bottom in way of shell plates 'D' strake 5 & 7, 'C' strake 7 & 8, and 11 & 12.

Repairs now effected:-

Rudder removed from vessel and placed on dock side.

Side plates (p & s), renewed.

5 Horizontal tie angles renewed, 4 tie plates renewed.

3 " " " off, faired and refitted.

Top shoe angle renewed. 120 internal rivets renewed.

Top section of stream line plating renewed, remainder of stream line plating refitted.

Bottom bush (wood), renewed.

On completion of repairs, rudder pressed up with water, found tight, and refitted.

Shell bottom in way of 'D' strake 5 & 7, 'C' strake 7 & 8 and 11 & 12,

56 rivets caulked. 25 yds. of seam recaulked.

Damage Report issued, copy attached herewith.

Repairs (Contd. from Page 2).

'E' strake No.1 from forward (p & s) renewed.

'D' " No.1 " " " faired in place.

'F' " No.1 " " " " " "

Stem, 22 rivets renewed, size larger.

On completion of repairs, Fore Peak pressed up and found tight.