

# 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 No. 40503 on the Wood, Iron or Steel S.S. "VERGRAY" (ex Empire Garry) (No. of Visits) 23.

TONNAGE—  
 GROSS 8551 Built at Weser-münde-G. By whom Deutsche-Schiff. und Maschinenbau A.G. Year 1928  
 UNDER DK. 7808 Owners Vergocean S.S.Co.Ld. Owners' Address  
 NET 5219 Managers - (if not already recorded in Appendix to Register Book).  
 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Tredegar Dry Dock & Alexandra Dock. Destined Voyage  
 WB=CellDBorDBa feet; u&B feet; 1 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 serialim 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 YES Was a damage report made by anyone else? If so, by whom? Salvage Surveyor.  
 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:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	<u>Good</u>	Yes	<u>Yes</u>	Good	Good	(State if on felt.)	When put on, Month Year
Caulking of Decks	"	Yes	<u>Good</u>	"	"		
Coamings	"	"	"	"	"		
Beams & Fastenings	"	"	"	"	"		
Outside Plating	"	"	"	"	"		
" in way of sidelights	"	"	"	"	"		
Breasthooks	"	"	"	"	"		
Transoms	"	"	"	"	"		
Frames	"	"	"	"	"		
Reverse Frames	"	"	"	"	"		
Longitudinals	"	"	"	"	"		
Transverses	"	"	"	"	"		
Floors	<u>Good</u>	"	"	"	"		
Keelsons	"	"	"	"	"		
Stringers	"	"	"	"	"		
Inner Bottom Plating	"	"	"	"	"		

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 now classed in the Register Book without fresh record of survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, 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. 147 4.49 on examination No. 10 Btm tank internally. Subject to shell plate in way of degaussing cables recess in fore peak tank (P.S.) under shell plate (P.S.) and Rudder trunk being dealt with at owners convenience. (Group B)

Survey Fee (per section 29)	Special Damage or Repair Fee (if any)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for	Received by me
12.8 0 0	31 10 0	1 0 0	5 5 0	11 7 18 49	19

Committee's Minute Assign 100A-  
 Character Assigned Write NW(Spl) Classification contemplated  
 Surveyor to Lloyd's Register of Shipping. M. Henderson B.A. Stocks  
 Lloyd's Register Foundation



S. I. VERGRAJ.

Special Survey (Continued)

anchors, desks, 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.

Repair has effected

Shell plate, F. Stroke 108.9 from fore (P) side. 90 rivets renewed, beam recalled saddle back, crown double fitted (p.s.). Cooling hatch, rest angle renewed. Fore hold double 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.

Table with columns: STRAKE, ORIGINAL THICKNESS, MIDSHIP (PORT, STARBOARD), FORE (PORT, STARBOARD), AFT (PORT, STARBOARD). Rows include KEEL, A, B, C, D, E, F, G, H, J, K, L, M, N.

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. No. 2 tank not examined internally at this time on account of shortage in tank. Current Supt. was unable to get double bottom tank planned.

SPECIAL REASONS LIST ITEMS.

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

Insured shell plates. E stroke 101 from fore (p.s.), D stroke 101, and F stroke 101 from fore (p.s.) now dealt with at this time these items to be deleted from S.R. list the remaining insured shell plates noted in death report K. 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, caulking plates specially examined found efficient meantime (Group. B.)

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

ANCHORS.

Table for ANCHORS with columns: Number of Certificate, Anchors, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table for CHAIN CABLES with columns: 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.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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.