

COPY.

13 JUL 1949

NEWPORT (MON).

2nd July, 1949.

J.L. Smith

The Owner's Superintendent attend on board the s.s. "VERGRAY"  
"Empire Carry", 8551 tons gross of London, whilst lying afloat  
and in drydock in Newport, Mon, on 20th July, 1948, and subsequent  
dates for the purpose of examining the main and auxiliary machinery  
an account of damage stated to have been sustained through (1)  
vessel encountering heavy weather during voyage from River Tyne -  
Genoa - Hamburg - Narvik - Glasgow, between 26th August, 1947  
and 27th March, 1948. (2) Negligence of engine room personnel  
between these dates.

The boilers, main and auxiliary and machinery were opened up  
for examination and the following damage found, and recommendations  
made:-

FOUND

M.P. Cylinder (previously patched)  
fractured circumferentially between  
3rd and 4th webs from bottom.  
Fracture extended beyond patch and  
caused leaking.

M.P., M.P., and L.P. Crosshead pins  
and brasses badly scored.

RECOMMENDED

Cylinder to be renewed.

M.P. pins and brasses to  
be dressed up, M.P. and L.P.  
pins to be machined, brasses  
re-metalled and re-fitted.



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FOUND

Nos. 2, 4, 5 and 6 top halves of main bearings slightly wiped and oil grooves fitted.

H.P. and L.P. crank pin brasses metal badly cracked and wiped.

Main Engine holding down bolts

Two main engine bilge rams and one sanitary ram, excessively scored.

Bauer Wacht Turbine

Motor and pinion shaft bearings badly scored, 1st Reduction shaft bearing badly scored, also clutch housing bearings.

Lubrication and sprayer pipes to gearing and bearings.

Oil pressure gauges and thermometers

Bearing

Steering Engine

Steering engine to be opened out for examination.

H.P. and L.P. Cylinders and Valve casings to be cleaned of carbonised oil - 2" thick in valve casings.

Feed Water Filter Tank.

Main Condenser Steam Side  
Tubes

Forward Electric Engine.

H.P. and L.P. Cylinders excessively worn and scored - pistons slack rings broken, piston chambers worn, and valves slack - valve spindles badly scored, metal in main bearings scored, metal in H.P. and L.P. Crank pin brasses, cracked and wiped, governor inoperative.

RECOMMENDED

White metal to dress, oil grooves re-cut, and bearings to be adjusted.

Brasses to be re-metalled, re-bedded and adjusted.

To be tested and hardened up as necessary.

To be machined - new neck and gland bushes fitted.

Shaft to be tried in lathe for truth and journals machined if necessary. Bearings to be re-metalled and shaft bedded to bridge gauge. 1st Reduction and clutch housing bearings to be similarly dealt with.

To be removed, cleaned, repaired and replaced.

To be overhauled and re-calibrated.

Gearcase to be drained out and all teeth examined.

Slack and broken steam piston rings to be renewed. Economic valve to be machined and ground, oil grooves in main bearings, crank pin and eccentric straps to be re-cut and bearings dressed up. Lubricating oil boxes and pipes to be overhauled - piston valves and hunting gear adjusted - telemotor system to be overhauled and tested.

Carbonised oil to be cleaned out Relief and drain valve chests to be removed, cleaned and replaced.

To be cleaned out - perforated plate strainers and wire mesh cages to be overhauled and renewed as necessary.

To be cleaned and condenser tested on completion.

H.P. Cylinder and valve chambers to be bored, new piston and valve to fit L.P. Cylinder ridges to buff and new rings to fit, valve spindles to machine - main bearings to dress up and adjust - crank shaft to align. H.P. and L.P. Crank pin brasses to re-metall and adjust - new pins and bushes to fit in governor gear.

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SHEET 3.

S.S. "VERGRAZ"

## FOUND

Engine.  
Cylinder and Valve chambers excessively  
scored - piston rod and valve spindle  
caked - oil wiper gland slack.  
Crank shaft journals and pin badly  
- mechanical oil pump  
inoperative - lubricating oil boxes  
are broken.

Engine  
Cylinder and Valve chambers excessively  
scored - piston rod and valve spindles  
badly worn, guide shoes slack -  
control spring slack.

Forward Boiler.  
Combustion chamber top  
loosened and set down.

## RECOMMENDED

Cylinder and valve chamber to  
be bored, piston and valve to be  
renewed, piston valve spindle  
to be renewed - piston rod to  
be machined, neck and gland  
bushes to be renewed - oil  
wiper gland to be re-bushed -  
crank shaft journals to be  
machined, crank pin to be made  
true - white metal in main  
bearings to be renewed, and  
crank shaft aligned - crank pin  
brasses to remetal and adjust.  
Mechanical oil pump to overhaul  
Oil pipes and boxes to overhaul  
and re-secure.

Engine to be removed to shop for  
overhaul - cylinder and valve  
chambers to be bored and new  
piston and valve to be fitted -  
piston rod and valve spindle to  
be machined and new neck and gland  
bushes fitted - cross head pin  
to be renewed - guide shoes to be  
adjusted - cover control valve  
spring to be adjusted.

Combustion chamber top plate  
to be cropped and part renewed  
with all girder stays - girders  
to be re-bedded - boiler to be  
hydraulically tested on completion  
of repairs.

The above recommendations were made by the undersigned with a view to  
restoring the condition of the engines, boilers and auxiliaries in as good  
efficient condition as before the alleged casualties occurred.



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