

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 -
Bensacola - 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

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

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

RECOMMENDED

Cylinder to be renewed.

I.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.

COPY.

SHEET 3.

S.S. "VERGRAZ"

UND

n Engine.

r and Valve chambers excessively
iston rod and valve spindle
cored - oil wiper gland slack.
haft journals and pin badly
- mechanical oil pump
tive - lubricating oil boxes
es broken.

ng Engine

r and Valve chambers excessively
piston rod and valve spindles
scored - crosshead pin slack
ly worn, guide shoes slack -
ontrol spring slack.

rward Boiler.

rd combustion chamber top
uckled and set down.

RECOMMENDED

Cylinder and valve chamber to
bore, 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.

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



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