

24 SEP 1946

Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

NAME VARVASSI Rpt. Nwe. No. 103934.

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, 24/5/92.)

*Damage and Periodical Special Survey (D) normally due 3,40.*  
~~2nd S.S. No. 3. due~~

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in <sup>DECIMALS</sup> 1 of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.	
	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.			Port.	Std.			Port.	Std.			
DECK STRAKE K	.66	.70	.68	-	.44	.54	.49	-	.44	.51	.55	-	<input type="checkbox"/> = RENEWED <input type="checkbox"/> = DOUBLED <input checked="" type="checkbox"/> = PT. DOUBLED (LOCALLY THIN.) <b>MIDSHIPS:</b> Two drillings shown in strakes are taken forward and aft of midship portions renewed on account of damage and are approximately at the stowhold bulkhead and at the after end of machinery space.	
DECK STRAKE J	.60	.53	.52	.07	.44	.48	.48	-	.44	.42	.41	.02		
DECK STRAKE H	.64	.61	.50	.03	.44	.38	.42	.06	.44	.35	.35	.09		
DECK STRAKE G	.64	.58	.48	.06	.44	.47	.38	.06	.44	.34	.27	.10		
DECK STRAKE F	.64	.55	.54	.09	.44	.37	.41	.07	.44	.34	.33	.10		
DECK STRAKE E	.60	.52	.56	.08	.46	.37	.41	.09	.46	.39	.36	.07		
DECK STRAKE D	.60	CEMENT.			.46	STEALER			.46	.39	.47	.07		
DECK STRAKE C	.60	"			.46	.42	.42	.04	.46	.38	.42	.08		
DECK STRAKE B	.60	"			.46	STEALER			.46	CEMENT				
DECK STRAKE A	.60	"			.46	.49			.46	"				
KEEL	.94	"			.66	CEMENT.			.66	"				

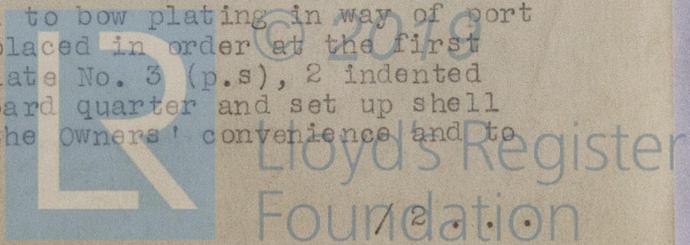
Drillings at ends to be made in the vicinity of the peak bulkheads.

ACTION is DEFERRED for dry docking and repairs at a N.E. Coast port. (collision, sunk).

The 2nd S.S. No. 3 normally became due 3,40.

The vessel was last submitted to a General Examination in January 1943.

The class is subject to permanent repairs to (s.s) buckled Shelter Deck plating and beams abreast foremast (fire dmg), to indented plating, frames, etc. (s.s. amidst.) and to bow plating in way of port hawse pipe and to cargo battens being placed in order at the first opportunity, to indented sheerstrake plate No. 3 (p.s), 2 indented shell plates and a deck plate on starboard quarter and set up shell plate C.7 (p.s.a) being dealt with at the Owners' convenience and to



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(to famous chain cable to be supplied)

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"VARVASSI"

(worn) rudder gudgeons being specially examined at the next dry docking, also to permanent repairs to indented bulwarks etc. (p.s.f) at the Owners' convenience, to buckled stem and stem plating being further examined and dealt with in dry dock at the first opportunity, to internal structure in F.P. space (wasted) being kept under observation and dealt with before 1.44 and to the F.P. pumping arrangements being placed in order on arrival in U.S. port.

The NEWCASTLE Surveyors report the vessel placed in dry dock, bottom coated, and on account of damage through collision, (sunk), considerable renewals and repairs effected to shell and deck plating, framing, beams, floors, D.B. tank top, bulkheads, hatchways, casings, steering gear, masts, rigging, etc., and minor items.

A PERIODICAL SPECIAL SURVEY (D) has been held and the shell plating drilled with results as shown above which - with renewals and repairs now carried out - are satisfactory.

On account of wear and tear renewals and repairs effected to shell and deck plating, framing, floors, chain locker flat, structure in fore peak, bulkheads, D.B. tank top, pillaring etc., and minor items.

30 fathoms of chain cable, worn to below renewable diameter, removed. The Surveyors state that the total length of chain cable now on board is 225 fathoms, and they recommend that (45 fathoms of chain cable be supplied).

The Surveyors recommend cargo battens be ~~be~~ placed in order at the first opportunity.

All items as above have been dealt with except stem and stem plating, 2 shell plates and a deck plate - very minor damage - (starboard quarter) and indented bulwarks (p.s.f), and the Surveyors recommend these items be dealt with at the first convenient opportunity.

It is submitted the vessel is worthy to remain as classed with record of docking survey 8,46 and to have notation of 'S.S. Bly - 8,46 (Dr) assigned, subject to permanent repairs to 2 shell plates and a deck plate (starboard quarter) and indented bulwarks etc. (p.s.f), stem and stem plating etc. at the first convenient opportunity, to cargo battens being placed in order at the first opportunity also to (45 fathoms of chain cable being supplied), but without other conditions.

8,46 Bly. ) subject  
'S.S. Bly - 8,46 (Dr)' ) without

Delete from S/R.L: Dry docking & repairs at a N.E. coast port (collision and sunk).

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