WRECK SECTION

No.

Rpt. 8. (Received at London Office 11 SEP 1946) No. 103934

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6-9-1946. When handed in at Local Office 9 SEP 1946 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 9040 Survey held at Blyth Date, First Survey 20-12-46 Last Survey 9-8- 1946 (No. of Visits 44)

on the ~~Wood, Iron or~~ Steel S.S. VARVASSI (Fr. MOSCHA D KYDONIEFS)

TONNAGE:— GROSS 3874 UNDER DK. 3673 Tons Gross / Net NET 2400

Built at Newcastle By whom Northumberland S.B. Co Ltd. When YEAR 1915 MONTH 3

Owners Eugenia Chandris Owners' Address (If not already recorded in Appendix to Register Book)

Managers Port belonging to PIRAEUS.

Surveyed ~~Afloat or~~ in Dry Dock? yes. Name of Dock Blyth Dk & S.B. Co Ltd Destined Voyage

D Bor D Ba feet; uE & B feet; f feet

capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Report, No. 113341. Port Lon

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 renewal of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Give also the dates and initials of any letters 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 yes to owners

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1 10.42	+L.M.C
Shelter Dk with ftd.	MS. 3.42
S.S. Shel no 3 - 3.28	BS. 1.43
SS. Ams. no 2 - 37.	TS. (CL) 6.42
Ftd. 1-43.	

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 6 3/4 ins.

Was a damage report made by anyone else? if so, by whom? no.

Consultative. not required

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Special Survey.

Damage stated to have been caused by contact with S/S. 'JOHN BIDWELL' on 9th May 1943 in the vicinity of Trip Cook Point, in River Thames, passage from Canada to London in Loaded condition. As result of above, this vessel was sunk and subsequently refloated. Temporary repairs were effected (see Lon Report no 113341) and the vessel was towed to Blyth, where, after the removal of mud and marine cleaning, the vessel was dry docked and permanent repairs effected.

Work done Damage - Vessel placed in dry dock. Bottom and rudder cleaned, examined and placed in good order. Rudder lifted. Cables ranged.

All holds, peaks, tween decks, bunkers, machinery spaces chain locker cleaned, cleaned and examined. All tanks including Aft peak and all dt tanks tested and examined internally. All bilge ceiling lifted. Examination also made of Air Sounding pipes, masts and rigging, decks, windlass, steering gear

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	Tank Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :— Buckle Plates (See sheet 11)
Renewed	16 5 Part.	40	25	11	13 22 Part.	3. 5 part.	37 1 Part.	2. 4 Part.
Removed and Faired or Repaired	7	3 5 part.	-	-	10		3	2 3 " } 2t Stiffeners off Frames.
Faired or Repaired in place	5	3	-	5	-		1	

PRESENT CONDITION OF THE

Plating	good.	Bulkheads	good.	Engine Room Skylights	good
Ceiling of Decks	good.	Ceiling	Blg. good.	Coal Bunkers, Openings, Covers, &c.	good.
Deckings	good.	Cement or ~~Asphalt~~	good.	Oil Bunkers	—
Decks & Fastenings	good.	Rudder	good.	Scuppers	good.
Deck Plating	good.	Steering gear and its connections	good.	Cargo Hatchways	good
Decks " in way of sidelights	good.	Windlass	good.	Hatches	good.
Stanchions	good.	Have pumps been examined and found efficient?	yes.	Planking	
Bulkhead Frames	none -	Have Sluice Valves been examined and found efficient?	-	Caulking	
Longitudinals	-	Have Watertight Doors been examined and found efficient?	yes.	Treenails	
Beams	-	Have Ventilators and their Coamings been examined and found efficient?	yes.	Breasthooks & Stemson	
Pillars	good.	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	
Beams	good.	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	
Stanchions	good.			" " at other places	
Inner Bottom Plating	good.			Stringers, Clamps & Shelves	
Have the Tanks been examined internally?	yes.			Salting (State if examined.)	
Have the Tanks been tested?	yes all				

Copper, or Y.M. (State if on Felt.)	
When fitted, Month	Year
Boats	good.
Masts, Yards, &c.	good
Condition, how ascertained (State if wedges removed.)	from aloft.
Equipment letter	X
Anchors, No. of	3B. 1S. 1K
Cables (State if now ranged)	yes
" length (on board)	225 mean diamr. 2"
" Rule length	270 size 2 1/8
Chain Locker	good
Hawsers & Warps	sufficient
Standing and Running Rigging	good
Sails	—

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 classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of *ss No.* 1-38."

This vessel is, in our opinion, eligible to remain as classed with Date of Drydocking 8-46 and notations S.S. Bly 8.46 (DR). Permanent repairs to be effected to 2 shell plates and a deck plate (SQ.Ts), dented bulwarks etc (P.S.t), stem and stem plating etc at owners convenience. Large battens to place in order at next opportunity.

(45 fathoms chain cable to be supplied)

Is Certificate required? If so, to be sent to

Survey Fee (per Section 29)	£ 46 : 0 : 0	Fees applied for, 10 SEP 1946
Special Damage or Repair Fee (if any) (per Sec. 29) LEGENDE CASE 9801- 7-1-46	£ 63 : 0 : 0	
Travelling Expenses (if chargeable)	£ : :	Received by me, 19
Second Surveyor's Fee (if any)	£ : :	

FRI. 27 SEP 1946

Committee's Minute

Character Assigned 8,46 Bly subject (h)

S.S. Bly - 8,46 (Dr) + LMC 8,46 without spl. cls. (w)

S.7.46

John Findlay, r L.R. Edgar

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

W311-0129 4/7

Results of Shell Drillings (See also Hfle letter dated 19/6/46 and London letter Ref S 20/6/46)

STRAKE	AFT P.	AFT ORIG	AFT S	MIDSHIPS P	MIDSHIPS ORIG	MIDSHIPS S	FWD. P	FWD. ORIG	FWD. S.
KEEL		·66			·94			·66	
A		·46			·60		·49	·46	-
B		·46			·60		-	·46	-
C	·38	·46	·42		·60		·42	·46	·42
D	·39	·46	·47		·60		-	·46	-
E	·39	·46	·36	·47 (a)	·60	·55 ·60	·37	·46	·41
F	·34 ✗	·48 ·44 (PEAK)	·33 ✗	·52 ·56	·64	·55 ·56	·37	·44	·41
G.	·34 ✗✗	-do-	·27 ✗✗	·55 ·58	·64	·54 ·48	·47	·44	·38 ✗✗
H	·35	-do-	·35	·60 ·61	·64	·50 ·50	·38	·44	·42
J (Sheer)	·42	·44	·41	·55 ·53	·60	·50 ·52	·48	·44	·48 ✗✗
K (Sh.Dk.Sheer)	·51	·44	·55	·68 ·70	·66	·75 ·68	·54	·44	·49.

Midships. :- (a) adjacent plate ·52

Two drillings shown in strakes are taken forward and aft of midship portions renewed on account of damage - see damage repairs - and are approximately at about the stokehold bulkhead and at the after end of machinery spaces.

Aft. :- ✗ = Renewed. Adjacent plates drilled & found satisfactory (·36 in Peak, ·35, ·41, in hold)

✗✗ = Doubled. Adjacent plates drilled & found ·30, ·32 in Peak (Doubled) & ·40 in hold)

Fwd :- E1 Port and Starboard doubled full length on account fractures at heels of frames.

✗✗ = Part Doubled where locally thin

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers.	Where and when tested and Superintendent. (If Stockless, state Mechanical Test.)
	1st Bower																
	2nd "																
	3rd "																
	Collective 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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire											

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S/S. "VARVASSI" Sheet II

- steering gear rehaulo, hatches, hatchways, casings, ventilators and their coamings. Pumps tried. Cables and Anchors examined.

Repairs Damage.

Shell. Temporary repairs cut away.

The following shell plates missing, or badly buckled now renewed :-

Port side - F 6.7 (Renewed in 3 plates) G.7.8 H 7.8 (H6 cropped at end and H7 extended) J7.8 (J9 cropped at end and J8 extended) K 6.7.8 (Renewed in 4 plates) (11 plates)

Bulwarks. 4 plates renewed and approx 57'-0 bulwark rail. 5 bulwark stanchions renewed with connections

Starboard side F7. (F6 cropped 1 frame space & F7 extended) G8. H 8.9. (H10 cropped and H9 extended) J8 (5 plates)

The following shell plates cropped and part renewed :-

Port. E8 S. D5 E8. K8.9 (one plate fitted) (5 plates)

Starboard Bulwarks. approx 24'-0 bulwark plating and 34'-0 rail bar renewed. 5 stanchions renewed.

The following badly set in or buckled shell plates removed, faired and refitted :-

P. B6 C8. D8 S. F8 G9 J9 K7 (7 plates)

The following slightly indented or set in shell plates faired in place :-

P. C7 H9. K10. S. E9. J10 (5 plates)

Bilge Keels - Port. 3 lengths buckled BP renewed. 2 lengths T bar removed, faired & refitted

Star. 2 " " " " 1 length removed, faired & refitted, 1 length T bar removed & faired.

Main frames - Missing or badly bent main frames renewed :- (numbered from aft)

Port. 19. (numbers. 94 to 112 inclusive.) 19

3 main frames, buckled, nos 113.114.115 removed, faired and refitted 3.

3 " " slightly buckled nos. 91.92.93 faired in place. 3.

Starbd - Badly buckled main frames renewed :-

21. (numbers 74 to 92 inclusive & 94) 21

5 cropped and part renewed. (93. 127.128.129 130) 5.

Tween Deck Frames - Port. Missing or badly bent tween deck frames renewed :-

22. (numbers. 94 to 115 inclusive) (nos 98 & 112 are web frames) 22

Starboard - 3 badly bent tween deck frames nos 90. 91. 93, renewed. (93 = web frame) 3.

Lower Deck Plating - Missing or buckled deck plates renewed :- Port.

4 Stringer plates (Forward butt on 116, Aft butt on 83. 90'-0 cement angles renewed.

4 A Strake plates (Fwd butt 114/115, Aft butt 80/81)

B. Strake no 3 plate alongside cross bunker hatch. B. 4 alongside Bkr R. casing.

C Strake 2 plates renewed. (112/111 -106 and between Bunker hatch & casing 93-98.)

Centre strake 2 plates renewed. 1st fwd end hatch 108/9-106 and between hatch & bkr casing 93-98. 14.

B Strake from 112/3 fwd cropped and part renewed. (1 plate). One plate removed, faired & refitted (1 part Renew 1 off row)

Shell bars 42 Renewed from 82-124. Bunker hatch (small, side) coamings renewed.

Starboard - 2 Stringer plates renewed 96/7 - 82/3. 31'-0 Cement angles renewed.

3 A Strake plates renewed. 107/108 -78/79. 2 B. Strake plates renewed. 95/6 - 86/7. 7.

2 B Strake plates 112/113 - 95/6. Removed, faired and refitted.

Shell bars 40 renewed. 84-124. Small side bunker hatch coamings, renewed.

Shelter Deck Plating :- Missing or badly buckled deck plates renewed -

Port - Stringer 2 plates renewed. 115/116 - 92/3.

4 A Strake plates 119/120 - 86/7. 2 B Strake plates (one at hatch, one at casing) together with Deck doubler at No 2A Hatch P. Aft corner and doubler at Bkr casing P. Fwd corner and doubler between hatch and casing. 8

1 Stringer plate aft of above two, faired in place.

See Sheet III

10m.3.42. T. (MADE AND PRINTED IN ENGLAND)

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S/S VARVASSI. Sheet III

Starboard - 3 Stringer plates renewed. 116/7 - 82/3. 3 A Strake plates renewed 105/6 - 83/4
2 B Strake plates renewed. 103/4 - 85/6. Deck doublers renewed at S. Aft corner Bunker hatch, between S.
hatch and casing and at S. Fwd corner of casing.
Port and Starboard funnel bars renewed in way.
Fore and Aft Girders under shelter Deck 1 Port & 1 Stbd between Bkr. hatch and Bkr casing renewed.
completely with brackets, beams & deck lugs.

Beams - Lower Deck. Port -
4 Renewed. (91.100.102.104) 7 cropped and part renewed. (95. 97. 98. 106. 108. 110. 112) 10 Beam Knees renewed.
and 4 large flanged Knees renewed. (97. 98. 106. 107)
Starboard - No 92 beam renewed. No 91 Removed, faired and refitted 5 Beam Knees renewed.

Beams - Shelter Deck Port -
7 Renewed. (99.100.101.102.103.104.105) 15 cropped and part renewed (93.94 95.96. 97. 98. 106. and 107 to 114 inclusive)
8 Beam Knees renewed and 2 large flanged Knees renewed.
Starboard :- No 90 beam renewed. and 9 removed, faired & refitted (89, 91, and 99 to 105 inclusive)
7 Beam Knees renewed.

Casings between Deck - 3 lengths foundation angle renewed. 2 Badly buckled casing plates on side, renewed.
Deck. 2A Hatch - Port and Starboard 2A coamings and after end coaming badly distorted. Port
ing renewed. Starboard side and aft end coamings removed, faired refitted together with seat angles.
deck pillars at Bunker hatch, removed, faired and refitted. 32 hatch cleats renewed.
Deck. 2A Hatch - Starboard coaming plates faired in place. Port coaming - 2 plates renewed.
dation angles cropped and part renewed. mouldings and beam shoes renewed. 8 cleats renewed.
casings 11 plates renewed - 1 S. coaming plate 3 S. side plates S. corner plate 3 and plates P corner
and 2 port side plates. 5 stiffeners renewed.

Tank in way 2A Hold - (Buckled at stokehold bulkhead) 93
margin plate, originally removed for access to internal work - afterwards renewed.
Top plates in B. C strake port renewed. plates in A Port, A Starboard, B & C starboard and
and tank margin plate - all cropped at suitable shift of butts and part renewed.
A starboard tank margin angles cropped and part renewed.
brackets - badly buckled (13) 95-101 incl, 103, 106, 107, 109, 110, 111 renewed. Port side
lly in No 2 Tank. Port
(2 Skeleton & 1 full). No 95, 98, 101 cropped and outer portions renewed. Bottom frames removed,
and refitted and inner portions of floors faired in place.
7 Skeleton floors, outer brackets renewed, bottom frames removed, faired and refitted.
" " " " faired in place " " " " " "
3 " " bottom frames faired in place.
to - outer No 95-98, 98-101 and inner 95-98 renewed together with connections.

ckhead (Stokehold) Badly distorted - completely dismantled - badly buckled and torn parts
Plate adjoining port wing cropped - torn upper part renewed, lower parts removed faired
plate, torn, renewed. 2nd strake from port wing cropped, badly buckled upper part, renewed.
, removed faired. 3rd strake from port wing buckled - removed faired. centre plate in
r.

See sheet IIII

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S/S VARVASSI Sheet IIII

Stokehold bulkhead contd.-

Starbd. wing plate, badly buckled, renewed. Plate adjoining wing plate cropped, upper part renewed, remainder removed faired. 2nd strake from starbd wing, buckled, removed and faired.

3rd strake from wing buckled, cropped, lower part renewed.

All bulkhead vert. stiffeners (21) removed, faired and refitted, together with connecting brackets etc.

6 Horizontal shell brackets Port and 6 starboard renewed together with shell frame lugs.

Bulkhead top foundation angle cropped and part renewed.

Valve boxes, suction pipes, gratings etc in way all removed for access, afterwards replaced in good order.

Watertight door 2. Removed, overhauled and refitted.

Pocket Bunkers Port and Starboard (aft of 93 bulkhead) - plating badly buckled - Both bunkers now completely renewed. 8 casing plates, corner angles, foundation angles, 9 stiffeners renewed.

Stokehold Vents. Badly buckled portions of 3 stokehold ventilators now part renewed.

Wood Bulkhead between No 2/2A holds - entirely refitted with part new wood and connections

Samson Posts - Buckled and bent port samson post at Bkr casing - completely renewed.

Steering gear - completely opened out. One broken buffer spring renewed. 17-0 of stranded steering chain renewed.

Masts and Rigging - Rigging, screws and shackles found badly wasted. All standing rigging on foremast and mainmast including topmast, screws and shackles, renewed.

Several missing ventilator cowls, wood plugs and canvas covers replaced.

200 hatch wedges supplied. Missing wood hatch covers made good and several minor repairs effected.

No 2 Tank Starboard side - Buckled floors stated to have been grounding damage but no details of time and place available.

Repairs - The tank top plate removed for access.

6 Buckled floors. (stated) cropped and part renewed (Nos 110, 113, 116, 119, 122, 125) slightly buckled floor 128 faired in place.

Now done Special Survey. - Vessel placed in dry dock. Bottom and rudder cleaned, examined, placed in good order and coated. Rudder lifted. Cables ranged.

All holds, peaks, tween decks, bunkers, machinery spaces & chain locker cleared, cleaned & examined. All tanks (Aft peak & all ballast tanks) tested as per Rules and examined internally.

All Bilge ceiling lifted. Oxidization removed where necessary, steelwork including plating in way of sidelights, examined and surfaces recoated.

Examn also made of W.T doors, air sounding pipes, masts and rigging (report attached) Decks, windlass, steering gear & chains, hatches, hatchways, casings, ventilators and their coamings, and the general equipment.

Pumps tried, anchors & cables examined, freeboard verified and shell drilled.

a Renewal freeboard survey held. Aux steering gear rigged & tried. Spare gear made good.

Repairs. Wear and Tear. :- (Plating numbered from forward).

Shell etc - F14. Port and Starboard Renewed.

G14. 15 Port and Starboard Doubled full length of both plates.

Star J. No 2 Doubled over Fore Peak Bulkhead. Star G. 2 Doubled where locally thin.

Port and Starbd E No 1 plates doubled full length. Thin and fractured at frames.

See list Shell Drillings on back of Page 1 Rept 8

P.J3. PC7. Faired in place. See Sheet (5)

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S/S. VARVASSI (5)

nader – No 2, 3 pintles hardened. 5 Gudgeon bushes renewed.

ables – Starboard No 1 & 9 lengths found below size. Now removed leaving total 225 fms. 2" dia

chors. – Several slack studs hardened. Port anchor shackle pin renewed.

ks etc. – DEMS. Equipment. Guns mountings, platforms, plastic armour etc removed and all structures in way made good.

150 wood hatch covers renewed. F'Peak Air pipe gooseneck renewed. F'Peak hatch coaming part renewed. Handrails generally throughout, repaired made good. Several nursing vent cowls, wood plugs and canvas covers made good. Fore Peak hand pump overhauled. Several hatch batten bars supplied.

Rust bound fiddley casing rivets, renewed. Doubler fitted to Shelter Dk. P.S. alongside accommodation under steam pipes. Wash Dk pipes. Dk steam exhaust pipes repaired.

All 8 winches lifted and winch seating angles renewed.

Deck plating abreast foremast S. Side released and faired in place. Beams in way faired in place and angle stiffeners fitted (See also S.R listing)

Several deck doublers fitted at locally thin places – eg. way galley. & in way W.C Port side saloon casings doubled where thin & Port side bunker casing doubled.

2 Beams P. & 2 S. under flying bridge, renewed together with beam knees

Fiddley storm covers part renewed.

Air pipes from dt tanks – originally discharging overboard in tween decks now altered & led up to Shelter Dk with goosenecks.

Windlass deck casings sprayed. P. forecastle fairlead renewed. Aft P fairlead seating on poop faired.

Bunker hatch beams. 1 Plate renewed. Top angles renewed.

k. – Lowest stringer P and S. face angles fitted to plate. 2nd lowest stringer plates P & S cropped and part renewed. Aft most thwartship beam at this level, fitted with reverse angle.

Frames. No 3, 9 S.S. No 1, 2 PS. Cropped and part renewed.

Thwartship angle stiffener on chain locker, renewed. Chain locker bottom plating renewed.

3 Bulkhead stiffeners below chain locker part renewed.

Forepeak bulkhead coaming plate doubled at Tween Dk.

Face angles fitted to P & S stringer plates in chain locker and Reverse angles fitted to forward casing of chain locker at wasted plate flanges. Fore Peak sounding pipe repaired.

een Decks.

Deck Doubler fitted to S. Aft corner. No 1 hatch at fracture.

2 – new 2½ Scuppers P and 2 S now fitted & led to machinery spaces with lever weighted corks. Boatboard scuppers blanked off. Several Ventilator tubes repaired. (9)

Tween Deck Frames S.S. 90. 91 Renewed. 83 (web) 84 to 89, 92. 94. 95. 96. 97. 99. 100. 101. 102. 103 all cropped and lower portions renewed. 93 (web) faired in place.

Deck plating under saloon – Port fwd corner plate cropped and part renewed. Casing foundation angle cropped and part renewed. Plating in pantry cropped and part renewed. Cement in saloon accom lifted for examination & renewed

ment in machip accom P & S lifted for examn. afterwards renewed.

ubling fitted to B strake on lower dk plating at fwd end of bunker hatch. Centre strakes fwd end of bunker hatch cropped and thwartship plate fitted. C strake plate between end bunker hatch and B/r casing, renewed.

See sheet 6.

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Lower Holds etc.

No1. Tank top doublers fitted to locally thin plates P. A plate No 3. S.B. plate No 3. S.C plate No 1.
Sounding pipe part renewed.
Lower parts of mast seating webs cropped and part renewed.
Several Bilge gusset angles renewed.

No 2 & 2A Forward hold pillar renewed to tank top with new brackets lugs. 3 Hold pillars removed, faired and refitted with new brackets and connections to tank top. New 3A stiffeners fitted to Fwd and Aft pillars at Bunker hatch.
P & S Fwd Air pipes repaired. P & S Aft air pipes renewed.
Tank top doubled right across on every strake in way of wood divisional bulkhead between No 2 & 2A holds.
No 138 Bulkhead (fore end) 4 bulkhead stiffeners Renewed together with brackets and lugs.
Bulkhead doublers fitted 1 P. 1 S at wings.
Several gusset angles renewed. P. 14. S. 2.
Bilge Brackets 27 Renewed Port side 16 Renewed Stbd side.

E.R. & Str Room – 2 Doublers fitted to E.R Tank top Port side where locally wasted.
9 Bilge Brackets renewed S. Side Eng Room. 8 Renewed SS Boiler room.

No 3 Hold One tank top plate port, one starboard removed for access to internal repairs. One plate port side cropped and part renewed.
14 Bilge brackets port and 4 Stbd, renewed.

No 4 Hold Flanges cropped from 21 Bilge brackets S. Side & 20 Port side and face angles fitted.
One Tank top plate S.S fwd doubled. 1 Port side plate cropped and part renewed.

Tanks. No1. Tank end between fore Peak and No 1. PS. doubled. Tank end between No 1 & 2 tanks port side, doubled.

No 3 Tank: Port Tank end (aft) No 43 renewed. Floors 46. 49 52 55 58 61 64 67 70 71 (10) cropped and part renewed. Inter-costals 8 renewed 43/46. 46/49. 49/67.
Starboard Tank end plate renewed. Floors. 46. 49 52 55 58 61 (6) cropped and part renewed Inter-costals 4 renewed. together with vertical lugs and shell bars.

No 4 Tank – 1 Tank top plate PS. cropped and part renewed.
No 42 floor S.S side, inner bay, renewed. No 40. 41 centre Keelson brackets S. Side, renewed.
Fore inter-costals 42/43 renewed.

Special Reasons Lists – Permanent repairs now carried out to buckled deck plating beams (SS) abreast foremast. Permanent repairs now effected to indented plating, frames etc (S.S amidships). Bow plating in way port hawse pipe examd. No repairs deemed necessary, indents very minor. Indented No 3 strakes plate (PS) now faired in place. Riveting overhauled in 2 shell plates & deck plate S.9 Pt - (very minor damage) Shell plate C 7 (PSA) now faired in place Indented bulwarks etc (PS f) not dealt with. Cargo battens will be placed in order when timber available. Rudder gudgeons specially examd and found in good condition. Internal stiffening in F Peak now dealt with. Stem plating etc not dealt with – remains efficient. FP pumping arrangement now in good order.

S/S VARVASSI Sheet 1

The Boilers examd together with their safety valves, mountings, doors and fastenings and placed in safe working order. Safety valves adjusted under steam to 180 lbs p□"

Repairs Damage -

Seacocks - All chests scraped out & coated. Main injection valve - broken stalk renewed.

Main Engines - HP valve chest, MP cylinder & LP cylinder - all slightly pitted and now skummed out. HP. piston valve rings renewed. MP & LP piston rings renewed.

MP valve false face pitted. machined. HP. MP. & LP piston rods and valve spindles machined. Valve spindle guide brasses renewed. new neck & gland bushes fitted to HP & MP piston rods. Rocking shaft machined bearings remetalled. Radius links dressed up.

Top end pins lapped & brasses adjusted

Crank shaft removed and all main bearing journals machined. Bottom end pins filed up & lapped. Bearings adjusted to suit.

Pump crosshead machined. Brasses adjusted. Lever pins dressed up. Forward link bottom brasses renewed.

Shafting. Thrust shaft and all intermediate shafting removed and bearing surfaces machined Bearings adjusted & all shafting aligned.

Pumps - Ballast - new valves and made & fitted. new piston and bucket rods fitted. Piston rings renewed. Slide valves dressed up. Buckets renewed. Suct & Del valves overhauled & refitted.

- Feed Pumps (2) Port Pump - Piston rings renewed. Slide valve renewed. 2 Delivery valves renewed & piston rod stuffing box renewed. Starboard Pump - Slide valve faces dressed up Piston and bucket rings renewed.

2. Sir Admiralty Weir Feed Pumps installed 8½" × 6" × 14". Steam and exhaust pipes altered to suit.

2 - Reconditioned generators satisfactorily installed. Steam and exhaust pipes altered to suit. Generator Engines Cylrs marked LLOYDS. TEST 300 lb. 8/4/42 A.W. 7½" dia cylrs. 4½" stroke

Turning Engine - new piston rings fitted.

Reversing Engine - Rods machined. Piston rings renewed. new crank pin fitted for Reversing arm.

Condenser - All tubes drawn and tested. Several new tubes fitted. Considerable number of ferrule holes retapped and new ferrules fitted.

Evaporator - Coils annealed & tested. Drain valve renewed.

Boilers - Mountings cleaned & overhauled. Several valves and seats machined. A considerable number of cover studs renewed. Starbd Blr - Aux stop seat & safety valve caps renewed. Centre Blr - Main & Aux check valve lids & blow down lid, renewed. Port Boiler - aux check valve lid & one missing safety valve cap, renewed.

Starbd Blr - 173 plain and 82 Stay Tubes renewed. 1 CC Back stay, renewed.

Centre Blr - 173 " " 82 " " " 15 back & 3 partition stays renewed.

Port Boiler - 173 " " 82 " " "

Some wastage at back CC stay holes built up.

Centre Boiler - Centre furnace - Two places where old welding had fractured cut out, prepared and rewelded.

Several minor repairs and adjustments effected.

Lagging part renewed on all boilers (See back of Report 9)