

COPY.

DEC 15 1939

# Lloyd's Register of Shipping.



Port MANCHESTER.

8th December 1939.

**This is to Certify** that

HARRY. S. NEWTON.

the undersigned Surveyor to this Society did at the request of the Owners, survey the steamship "VOREDA" 7216 tons gross of Glasgow whilst lying in the No. 1 drydock, Manchester on November 13th 1939 and subsequently for damage stated due to grounding on 23rd September 1939, in Loch Ewe, Rosshire.

For further particulars see official log books.

FOUND.

Lower portion of stem set over to port and torn.

No. 1 (forward) keel plate heavily set up at fore end.

Shell plates A1 (P & S) torn and buckled.

Shell plate A.2 (P) heavily indented.

Frames No. 7, 8, 9, & 10 (P) in fore peak set in and buckled.

No. 6 Frame (S) in fore peak set in.

No. 11 Frame (P) in fore peak slightly set in.

Nos. 7, 8, 9, 10, & 11 floors in fore peak slightly buckled on port side.

Cast iron distance piece in fore peak to tank filling valve fractured.

RECOMMENDED.

To be dropped and part renewed and butt to be electrically welded.

To be cut off and renewed.

To be cut off and renewed.

To be cut off and renewed.

To be cropped, faired and refitted. Butts to be electrically welded and strans fitted.

To be cropped and part renewed. Butt to be electrically welded and strap fitted.

To be faired in place.

To be faired in place.

To be renewed.

Cont.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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W436-0171(2/2)

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FOREDA" continued.

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FOUND.

RECOMMENDED.

Bilge Keel (Star).

ss. 1, 2, 3, & 4 lengths

of bilge keel set up and

buckled,

five lengths of tee bar to

above slightly set over.

To be removed, faired and refitted

To be faired in place.

Bottom plates D.4,5, & 9 set up.

To be removed, faired and refitted.

Bottom plate C.5 (S) set up.

To be removed, faired and refitted.

Bottom plates C.4,6 & 10 (S)

slightly set up.

To be faired in place.

Bottom plates E. 7 & 8 slightly

set up.

To be faired in place.

Internal in way of No. 2 (S) Cargo  
Tank.

No. 2 bottom transverse slightly  
buckled.

To be faired in place.

Shell lug on above set up.

To be removed, faired, and refitted.

No. 8 longitudinal slightly set up.

To be faired in place.

Internal in way of No.3 (s) cargo  
Tank.

No. 9 bottom longitudinal set up.

To be removed, faired and refitted.

Two back bars to above set up.

To be removed, faired and refitted.

Bulkhead brackets at end of above

slightly buckled.

To be faired in place.

No. 10 bottom longitudinal slightly  
set up.

To be faired in place.

One back bar to above set up.

To be removed, faired and refitted.

Bracket on aft bulkhead to No.10

To be removed, faired and refitted.

Bottom longitudinal buckled.

To be faired in place.

Aft bulkhead of pump room slightly  
distorted.

Internal in way of No. 7 (S) cargo  
Tank.

No. 10 bottom longitudinal set up

To be removed, faired and refitted.

Two back bars to above set up.

To be removed, faired and refitted.

Bracket on bulkhead of No. 10

To be removed, faired and refitted.

Bottom longitudinal buckled.

ss. 1 & 2 bottom transverse slightly  
buckled.

To be faired in place, and an  
additional vertical stiffener fitted  
to each.

No. 11 bottom longitudinal slightly  
set up.

To be faired in place.

All fittings removed or displaced to effect the above recommended

repairs to be replaced, or renewed, as found necessary. All new

and disturbed work to be recoated as before, and repairs to be proved

satisfactory under test on completion.

The foregoing recommendations were made with a view to restoring

the vessel to as good and efficient condition as before the alleged

casualty occurred.

Surveyor to Lloyd's Register of Shipping

2/3.13.0.

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