

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.

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

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

To be cut off and renewed.

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

To be cut off and renewed.

Shell plate A.2 (P) heavily indented.

To be cut off and renewed.

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

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

No. 8 Frame (S) in fore peak set in.

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

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

To be faired in place.

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

To be faired in place.

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

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."

DEC 15 1939

FOREDA" continued.



FIND.

RECOMMENDED.

Bilge Keel (Star).

Nos. 1, 2, 3, & 4 lengths

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
1 Tank.

To be faired in place.

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
1 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.

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
1 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.

Aft bulkhead bracket of No. 10

To be removed, faired and refitted.

Bottom longitudinal buckled.

Nos. 1 & 2 bottom transverse slightly

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

buckled.

To be faired in place.

No. 11 bottom longitudinal slightly

set up.

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.

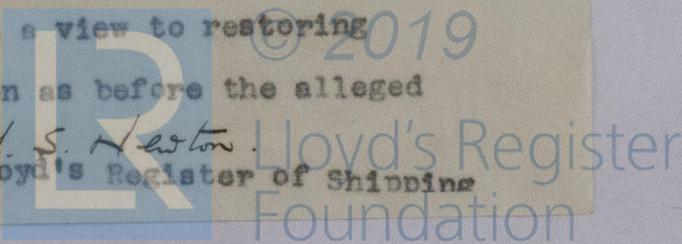
The foregoing recommendations were made with a view to restoring

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

casualty occurred.

Surveyor to Lloyd's Register of Shipping

Harry S. Newton



2/3.13.0.