

DUPLICATO

OF GENOA

July 31st 1910. -

RETAIN

R. STANLEY

ROVNER

the Owners survey the Austrian Steel Screw Steamer "GRAY" of Dubrovnik on the 13th inst., & subsequently when in dry dock for the purpose of ascertaining as far as possible the nature & extent of the damage stated to have been sustained through colliding with the s.s. "WIGER" in the Sea of Marmora on March 20th last, after which the vessel took the ground. -

For full particulars see the Log-Book & Protest. -

GENERAL REPORT. -

The vessel has been struck on the starboard side forward of the boiler space. - The damage extends across from the port side of the bridge deck down the starboard side & round the bottom as far as the flat keel plate. -

The bridge deck, upper deck, tank top & bottom plating are much buckled & the appearance of the damage indicates that the vessel is slightly distorted laterally. -

There are also a number of bottom shell plates indented on the



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WS03 00 77 (118)

starboard side evidently due to the grounding & one plate on the starboard side is set in from the same cause . - The beams of all decks are more or less badly buckled in way of the damage & about 20 floors & intercostals are probably bent & buckled . - 41 shell plates are damaged as are also 13 main frames , it is also evident that the vessel has been severely shaken . -

The following detailed report is drawn up from notes taken at the above survey and the particulars are believed to substantially represent the repairs required but the temporary repairs were still in place , the ballast tanks could not be examined internally & the vessel was not specially prepared for survey therefore this report is liable to extension or modification after the vessel is opened up & further surveys have been held , or while the repairs are being carried out . -

ON EXAMINATION FOUND .

11 plating starboard . -

- A strake 1 plate badly indented
- A strake 1 plate indented
- B strake 2 plates slightly indented
- B strake 3 plates indented
- B strake 1 plate badly indented
- C strake 2 plates badly indented
- D strake 1 plate badly intended
- E strake 2 plates badly indented
- F strake 2 plates badly indented
- G strake 2 plates badly indented
- H strake 2 plates badly indented

RECOMMENDED . -

- Renew
- Fair in place
- Fair in place
- Remove, fair & replace . -
- Renew
- Renew
- Renew
- Renew
- Renew
- Renew
- Renew



ON EXAMINATION FOUND .

HTT -

RECOMMENDED .

H stroke I plate slightly indented

Fair in place

I stroke 2 plates badly indented

Renew

K stroke I plate badly indented

Renew

K stroke I plate indented

Remove, fair &

replace . -

K stroke 2 plates slightly indented

Fair in place

L stroke 2 plates badly indented

Renew

M stroke I plate badly indented

Renew

M stroke I plate indented

Remove, fair &

replace . -

N stroke I plate slightly indented

Fair in place . -

N stroke 2 plates badly indented

Renew

ONE SIDE . -

2 plates badly indented

Renew

ON OTHER

2 plates badly indented

Renew

2 plates indented

Remove, fair &

replace . -

2 stroke port, I plate indented

Remove, fair &

replace . -

TOTAL SHILL PLATES

26 plates to renew

8 plates to remove, fair & replace

7 plates to fair in place . -

ONST, BOTTOM FRAMES & INTERCOSTALS.

In way of this damaged bottom plating, 28 floors with frames

attached & probably some longitudinal bottom intercostals between

floors are more or less set up & are to be repaired & made good

as required . -



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W 503 - 0077(3/8)

Back margin plate is covered with cement & cannot be seen. -

(Deep Framing)

frames & reverse frames more or less

broken & buckled from bridge deck

Back margin

To be renewed . -

Ditto Ditto Ditto bent

To be faired in place if possible . -

Frame brackets at tank margin in way of these frames to be

red or removed as may be found necessary . -

STRINGERS . -

too badly bent

Renew

too bent

Fair in place

40 ft of face angle bent & broken

Renew

STRINGERS . -

too badly buckled & twisted

Renew

of the watertight bulkhead to be

to effect this repair.

lengths of face angle bent & buckled

1 length renew

length remove, fair and replace . -

length of stringer angle bent & broken

Renew about 40 ft . -

can & stringer knees in way of this stringer to be dealt with required . -

semi-box beam on the watertight bulkhead buckled to be set fair if possible. -

very hold beam composed of 4 angles

plate badly bent & buckled

Renew



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W503-00714/8

1 heavy hold beam of same section buckled

Remove, fair & replace. -

UPPER SIDE STRINGER. -

2 plates badly bent

Renew

40 ft face angle bent & broken

Renew

All shell connections in way of these

stringers to be made good as required.

PILLARS. -

A number (say 14) bent

To set fair. -

UPPER DECK (Steel) . -

9 Long beams badly buckled & bent

To be removed

2 half beams badly buckled & bent

To be removed.

The deck plating & stringers in way of these

15 deck plates, remove

beams more or less badly buckled across to

ye, fair & replace.

port side. -

2 stringer plates

renew. 2 stringers remove,

fair & replace.

1 stringer plate to

fair in place. -

The cross bunker hatch scaming & 6

To be removed, faired

foundation angles buckled. -

& replaced, part of

the foundation angle

to be renewed 2 -

Stringer & shell angles to be made good as required. -

BRIDGE DECK. -

This deck is badly buckled right across to the port side but the full extent of the damage cannot be ascertained till the steel accommodation house is dismantled & the wood deck in way of same lifted. -

It is seen that : -

9 beams are badly bent & buckled & will probably require to be renewed. -



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For a length of about 20 ft the deck plating & stringers are more or less badly buckled & must be lifted, about half this plating to be renewed. -

CROSS BUNKER HATCH (Bridge)

The scantlings of this hatch are buckled & the foundation angle broken. -

Remove, fair & replace scantlings. Foundation angle to be part renewed. The fore & afters & covers to refit with new material as required. -

FUEL ACCOMMODATION HOUSE ON BRIDGE DECK. -

This house is badly shaken & the wood work split & started & the side scuttle frames sprung from plating. - The starboard side is buckled & the foundation angle broken, the wood top is started & leaking. - This house containing saloon, captain room, W.C., pantry, berths, steam heaters &c to be dismantled so far as necessary & thoroughly overhauled & made good. - Part of the wood floor to be lifted to effect repairs to the deck plating below. -

DECK TOP. -

6 plates of tank top plating buckled

To be removed, faired & replaced. -

A wood bulkhead in hold to be removed & replaced, new material to be used as required. -

The interior of the ballast tank has not been examined. - All holds, Bunkers & Engine & Boilers space, more or less damaged by water to be cleaned & painted. -

The close ceiling to be lifted throughout, the tank tops cleaned & coated & the timbers cleaned. -

The tanks to be cleaned out, examined & tested with water. -

The fore boiler room bulkhead to be tested with a hose & made watertight. -

The wood covering on this bulkhead to be removed & replaced, new material to be used as required . -

The bilge & tank suction pipes to be examined & repaired , some of these pipes are said to be leaking . -

The steam steering gear , hand gear, rods & chains to be overhauled.

Heat beams broken & bent

Renew

Davits carried away

To be refitted

Wood heat platforms part carried

away . -

To be repaired with new material . -

Accommodation ladder destroyed

Renew

Set of mooring bitts on port side

of poop broken . -

Renew

Mooring pipe on port side of fore-

castle broken

Renew

Mooring bitt on forecastle started

from deck .

To be refitted

The winches & windlass strained

To be overhauled

The handrails & stanchions of bridge

all more or less bent . -

To be set fair .

Kedge anchor of 5-3/4 Cts lost

To be renewed with a cast-iron anchor . -

Steering spring broken

To be renewed .

Ventilator on forecastle broken

To be renewed .

repaired

The outside of the steamer from deck to keel is more or less scrubbed & chafed & it is recommended that this should be repainted.

All new & disturbed parts to be repainted . -



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W508 0077(78)

in the foregoing there is minor damage to stores, fittings, fittings, compasses, chronometers, lamps, awnings & it is recommended that all such articles damaged or destroyed on account of the casualty should be repaired or replaced. *

MACHINERY . *

Boilers of the machinery & boilers to be opened out cleaned & repacked. - The screw shaft to be drawn in for examination. The valves & valves to open up & examine, the bolts to be removed after couplings of the crankshaft, in order to test the strength of the shafting, and if found out of line, the shafting to be straightened up. - The non-conducting material of the main boilers to be removed or repaired where necessary. *

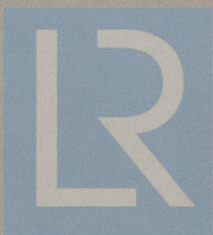
The engine & boiler space where damaged through being under water to be cleaned and coated. *

The condition of the machinery found damaged, when this is opened out, to be placed in its former state of efficiency. *

Recommendations have been made so far as can be seen, for the purpose of placing the vessel in as good and efficient a condition as she was before the casualty occurred. *

The Surveyors to Lloyd's Register

(signed) R. Stanley Downtree



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W508 - 0077 (8/8)