

Steel Twin Screw Steamer "VESTRIS"; No. 87403 in the Register Book; 10494 tons gross; Built in 1912-7 mo; Port of Registry, Liverpool.

Owners:- Liverpool, Brazil & River Plate Steam Navigation Co.,  
( Lamport & Holt, Managers)

Classed:-

Foundered 11,28      (previous) \*100A1      \*LMC MS 9,24  
Shl Dk with Fbd      BS 9,27  
4,27  
s.s.No. 3-9,24

When this vessel was under survey in drydock at New York in January 1922, the Surveyors reported the following damage on port side amidships, the cause and date of which were unknown:-

F strake No. 9 indented - to be faired in place.  
G strake Nos. 7 & 9 indented - to be faired in place.  
Bilge keel in way of above to be removed, faired and refitted.

"Note. Nothing has been done at this time towards carrying out the repairs to shell plating on port side amidships, the condition of which does not affect the efficiency or seaworthiness of the vessel, and the proposal to carry out repairs to same at Owners' convenience, merits the favourable consideration of the Committee."

The Surveyors recommended the vessel to remain as classed with fresh record of survey 1,22, subject to the shell plating on port side being repaired at the Owners' convenience.

Since that date, the vessel has been examined in drydock at New York on the following dates, viz:-

19th/23rd January 1923  
22nd/26th June 1924  
28th August/3rd September, 1924  
26th October, 1925  
26th April, 1927  
8th/14th September, 1927  
3rd/5th November, 1928.

and the Surveyors have recommended the indented plating on the port side to be repaired at the Owners' convenience.

The vessel was examined at Brooklyn from the 3rd to the 20th November, 1928, and the Surveyors' report



as follows, viz:-

Hull. Vessel placed on drydock, rudder and bottom, cleaned, flat of bottom scaled, shell plating examined, found good and recoated.

Cables ranged and examined and found vessel has 300 fathoms 2-10/16" diameter. Chain cable in good condition. Chain locker found in order.

General examination made on shelter deck, ventilators and coamings were found in good condition.

S.R.List. The repairs to buttstrap in way of after peak examined and found good and strong. In my opinion these repairs may be accepted as permanent, and this item may be deleted from the Special Reasons List.

The Surveyor recommended that the vessel was eligible, in his opinion, to remain as classed and to have fresh record of survey 11,28, subject to the indented plating, port side, being dealt with at Owners' convenience, and insulation in No. 4 hold, in way of orlop deck being renewed, and shell being scaled and recoated.

Machinery.

Vessel placed on drydock, examined starboard tailshaft, propellers, fastenings of the stern bushes and of the sea connections, and found same in good order.

Examined throughout port and starboard main boilers and auxiliary boiler, together with mountings, and found or put same in good order.

Repairs. Eight defective stay bolts renewed in port boiler and four in starboard boiler.

Adjusted safety valves under steam on all four boilers, as noted above.

The Surveyor recommended that the machinery of this vessel was eligible in his opinion to remain as classed, and to have fresh record of STS 11,28 and BS 11,28 when the survey was completed.

6th December, 1928.



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as follows, viz:-

Hull. Vessel placed on drydock, rudder and bottom, cleaned. List of bottom sealed, shell plating examined, found good and recoated. Girders ranged and examined and found vessel has 300 fathoms 2-10/16" diameter. Chain cable in good condition. Chain locker found in order. General examination made on shelter deck, ventilators and compasses were found in good condition. S.H. List. The repairs to buttstrap in way of after peak examined and found good and strong. In my opinion these repairs may be accepted as permanent, and this item may be deleted from the Special Reasons List. The Surveyor recommended that the vessel was eligible, in his opinion, to remain as classed and to have fresh record of survey 11, 28, subject to the indicated plating, port side, being dealt with at Owners' convenience, and innovation in No. 4 hold, in way of orlop deck being renewed, and shell being sealed and recoated.

Machinery.

Vessel placed on drydock, examined starboard tailshaft, propellers, fastenings of the stern bushes and of the sea connections, and found same in good order. Examined throughout port and starboard main boilers and auxiliary boiler, together with mountings, and found or put same in good order. Right defective stay bolts renewed in port boiler and four in starboard boiler. Adjusted safety valves under steam on all four boilers, as noted above. The Surveyor recommended that the machinery of this vessel was eligible in his opinion to remain as classed, and to have fresh record of STS 11, 28 and BS 11, 28 when the survey was completed.

6th December, 1928.

General Committee  
Thursday 6th December, 1928.

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