

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 26<sup>th</sup> April 1932 Port of NEWCASTLE-ON-TYNE  
 No. in Reg. Book. 38147 Survey held at So. Shields Date, First Survey 21<sup>st</sup> March Last Survey 19<sup>th</sup> April 1932  
 on the Machinery of the Wood, Iron or Steel Sc. "WATFORD" (No. of Visits 11)  
 Tonnage { Gross 5421. Vessel built at Dundee By whom Caledon S.B. & E. Co. Ltd. When 1928-8.  
 Net 3303. Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd. When 1928.  
 Nominal Horse Power 448. Boilers, when made (Main) 1928. (Donkey) ✓  
 No. of Main Boilers 3. Owners Britain S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers Two Managers Watts, Watts & Co. Ltd. Port LONDON Voyage  
 Steam Pressure in Main Boilers 195 lb. If Surveyed Afloat or in Dry Dock Middle Docks.  
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage & LMC.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and 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 briefly summarised at the end of the report. State 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 or this purpose, and why they were declined Yes, not required.

Was a damage report made by anyone else? If so, by whom? Yes, Under Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Donkey " " " " ✓

Was this not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lb./sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? No. If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft a good fit.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Survey Complete.

For damage stated to have been caused through the vessel foundering on the 19<sup>th</sup> March 1932 while on a voyage from Rotterdam to Tyne.

How done:- Vessel placed in dry dock. Examined steering engine, propeller, stern bush, screw shaft (or), sea connections & their fastenings, cylinders, pistons, valves, cranks, thrust & tunnel shafts, air, circulating, feed & bilge pumps, ballast & S-pumps.

Repairs Propeller renewed. Stern bush rewooded all round. Screw shaft tried in lathe for truth & found satisfactory. Screw shaft liner tried up. Shot of the evaporator ship's side blow down cock repaired & brass covering plate renewed.

Condenser tested with a head of water & found tight. After fitting part new stern frame & refitting stern tube, tested the aftermost coupling in tunnel & found satisfactory.

For LMC

How done:- Vessel placed in dry dock. Examined windlass, steering engine,

General Observations, Opinion, and Recommendation:- The machinery of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.A.M.S. 9.11, or E.L.M.C. 9.11, 140 lb., F.D., &c.)

as now seen is in my opinion eligible to remain as now classed

with fresh records of +LMC 4,32 & TS & 4,32.

Survey Fee (per Section 29) £ 13 : -

Special Damage or Repair Fee (if any) £ 9 : 9

Travelling expenses (if chargeable) £ :

Committee's Minute

Assigned

FRI. 6 MAY 1932

+ LMC 4.32

26 APR 1932

29/4/32

Received by me

Engineer Surveyor to Lloyd's Register of Shipping.

L. Gessett.

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Lloyd's Register

Foundation

W 96-011

Is a Certificate required? If so, to be sent to



propeller, aft end of stem bush, sea connections & their fastenings, cylinders, pistons, valves, crank, thrust & tunnel shafts, air, circulating, feed & bilge pumps & their connections, condenser, ballast & G. S. pumps. The main boilers internally & externally, mountings, doors, & fastenings. The safety valves were adjusted under steam to the pressure stated overleaf. The main steam pipes were examined at their flanges in position and found satisfactory.

L. Desbrett.

#### ELECTRIC LIGHT.

The electric light installation generally examined and tested under working conditions and found satisfactory. Fittings on main and distribution switchboards and the cables, as far as practicable, examined and are now in order.

R. C. Clayton.