

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

(Received at London Office _____)

Date of writing Report _____ 19 _____ When handed in at Local Office 26th April 1932. Port of NEWCASTLE-ON-TYNE 27 APR 1932

No. in Reg. Book. 38247 Survey held at So. Shields Date, First Survey 21st March Last Survey 19th April 1932 (No. of Visits 11)

on the Machinery of the Wood, Iron or Steel Sc. "WATFORD"

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 1 Managers Watts, Watts & Co. Ltd Port LONDON Voyage _____

Steam Pressure in Main Boilers 195 lbs If Surveyed Afloat or in Dry Dock Middle Docks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. _____ Port _____

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

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " "

If this was 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?

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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? 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 19th March 1932 while on a voyage from Rotterdam to Tyne

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

Repairs Propeller renewed. Stem bush rewooded all round. Screw shaft fixed in lathe for truth & found satisfactory. Screw shaft liner fixed 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 stem frame & refitting stem tube, tested the aftermost coupling in tunnel & found satisfactory.

For LMC

How done:- Vessel placed in dry dock. Greased 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. 911, B.A.M.S. 911, or S.L.M.C. 911, 140 lb., F.D., &c.)

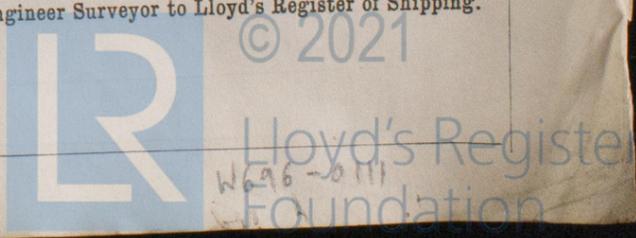
as now seen is in my opinion eligible to remain as now classed with fresh records of +LMC 4,32 & TS ex 4,32.

Survey Fee (per Section 29) £ 13 : - : 7
 Special Damage or Repair Fee (if any) (per Section 29) £ 9 : 9 : -
 Travelling expenses (if chargeable) £ : : -

Fees applied for 26 APR 1932
 Received by me, 29/4/32

L. Gekett
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned _____
FRI. 6 MAY 1932
+ LMC 4.32



Insert Character of Ship and Machinery precisely as in the Register Book.

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. Desket.

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.