

REPORT OF SURVEY for REPAIRS, &c.

NOTED FOR SECTION 19

No. in Survey held at Port of Date, First Survey Last Survey 19

g. Book. on the Wood, Iron or Steel Master

TONNAGE:- Built at By whom When

GROSS Owners

UNDER DE Owners' Address Port belonging to

NET (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Name of Dock Destined Voyage

VB=CellDBorDBa feet; uE&B feet; f feet; f

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port Pt. Nat.

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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.

100 A 1

LMC. 5.20

3.23

1.5.45. No. 3-5.20

INB (P) 5.20

Coasting. Belize Bay & Chinde BS 3.23.

Society's Freeboard (if assigned) as painted on Ship and now verified

in damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Occasional or Docking Survey.

At the request of the Captain & Agents also acting under instructions from Lloyd's Register, London. I surveyed the above described s/s "Waterbuck" for occasional or Docking Survey also for "General Examination" which if satisfactory was to allow extension of time for 2nd Special Survey No. 1, until the end of the present year. On Dock. I found bottom plating generally good. There is corrosion in A and B strakes aft and along light load line principally on starboard side but the corroded plates are good for some time.

Rudder, one rudder finlet, the second from bottom, was missing.

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Caulking of Decks	good	State if Tanks now tested	Engine Room Skylights	When put on, Month Year
Waterways	good	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Coamings	good	Ceiling	Scuppers	Masts, Yards, &c.
Beams & Fastenings	good	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Outside Plating	good	Rudder	Hatches	Sails
Caulking of ditto	good	Steering gear and its connections	Planing of Wood Vessels	Equipment letter
Stretches	good	Windlass	Caulking	Anchors, No. of
Breasthooks & Crutches	good	Have Pumps now been examined and found efficient?	Treenails	Cables (State if now ranged)
Transoms	good	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	„ length (on board) size
Frames	good	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	„ Rule length size
Stretches	good	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps
Stretches	good		Ditto ditto at other places ditto	Standing & Running Rigging
Stretches	good		Stringers, Clamps & Shells ditto	
Stretches	good		Salting (State if examined.) ditto	
Stretches	good			

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—“to remain as now classed in the Register Book without fresh record of Survey,” “to remain as classed and to have record of survey, 1,15,” or “to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c.”

I would recommend that the s/s "Waterbuck" be continued in her present class and be assigned fresh record of Docking Survey 4.24 Fort Natal. Subject to Special Survey now almost due being carried out at end of present year.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Sec. 29) £ 21 : 0 : 0

Surveying Expenses (if chargeable) £ 2 : 12 : 0

Surveyor's Fee (if any) £

Fees applied for, 30/4/24

Received by me, 19

John Stewart

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Deferred for Repairs

4.24

1924

28 NOV 1924

Lloyd's Register



Holds. The vessel was carefully examined in holds, part of bilge limbers being removed. Found the skin, bulkheads, tank top plating and skin frames generally good, reverse frames in way of bilges wasted at parts but good for some time.

Bunkers. The limber boards were removed for inspection of framing in way of bunker bilges, found reverse frames corroded throughout bunkers, and these will require attention at Special Survey. Other parts such as casing, bulk head and ship's skin fairly good. The bunker ladders, corroded to a dangerous degree were, on the recommendation of the Surveyor, renewed.

Deck. The Decks throughout are generally good.  
Equipment, The anchors are in good condition, and the

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

Number of Certificate	Anchors.*	WEIGHT, BY STOCK.			WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
1st Bower																
2nd "																
3rd "																
Collective Weight.																
Stream .....																
Kedge.....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

anchor chain cables so far as seen also good. Wheellass good  
 steering engine & gear good. two life boats (the port) one sprung  
 at keel and on garboard strake was made good. Starboard boat  
 good. The supporting angle bars for bunker latches bad  
 & wasted were on the recommendation of the Surveyor, renewed.  
 Other Hatches & Supports & Ventilators in good condition.  
 Judging from the general examination now made of  
 the ship that the Waterbulk is in fit condition to re-  
 ceive present class until the end of the year. When the next  
 Survey should be carried out.

While the  
either the  
ate issue  
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3m.11.21