

REPORT OF SURVEY for REPAIRS, &c.

Received at London Office
 No. in Survey held at *Port Natal* Date, First Survey *1924* Last Survey *1924*
 on the Wood, Iron or Steel *Waterbuck* (No. of Visits) *4* Master *W. J. ...*

TONNAGE:— Built at *...* By whom *...* When *...* MONTH *...*
 GROSS *...* Owners *...* Port belonging to *...*
 UNDER DEK *...* Owners' Address *...*
 NET *...* (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? *...* Name of Dock *...* Destined Voyage *...*
 Total capacity *...* feet; u.E&B *...* feet; f *...* feet; }
 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. *...*

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>F 100 A 1</i>	<i>3.23</i>	<i>LMC. 5.20</i>
<i>S.S. Gk. No. 3-5 20</i>	<i>N.B. (P) 5.20</i>	<i>21.1.22</i>
<i>Coasting. Delagoa Bay & Alhude</i>	<i>BS 3.23.</i>	

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.

On 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 *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 in 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	State if Tanks have been examined inside		Dblg. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year	
Decks <i>good</i>	State if Tanks now tested		Engine Room Skylights <i>good</i>		When put on, Month Year	
Caulking of Decks <i>good</i>	Bulkheads <i>good</i>		Coal Bunkers, Open'gs, Lids, &c. <i>See report</i>		Boats <i>good</i>	
Waterways <i>good</i>	Ceiling <i>good</i>		Scuppers <i>good</i>		Masts, Yards, &c.	
Coamings <i>good</i>	Cement or Asphalt (State which.)		Cargo Hatchways <i>good</i>		Condition, how ascertained (State if wedges removed)	
Beams & Fastenings <i>good</i>	Rudder <i>good</i>		Hatches <i>good</i>		Sails	
Outside Plating <i>good</i>	Steering gear and its connections <i>good</i>		Planing of Wood Vessels		Equipment letter	
Caulking of ditto <i>good</i>	Windlass <i>good</i>		Caulking ditto		Anchors, No. of <i>3 B, 1 K, 1 S</i>	
Rivets <i>good</i>	Have Pumps now been examined and found efficient? <i>yes</i>		Treenails ditto		Cables (State if now ranged)	
Breasthooks & Crutches <i>good</i>	Have Sluice Valves now been examined and found efficient? <i>yes</i>		Breasthooks & Stemson ditto		" length (on board) size	
Transoms <i>See report</i>	Have Watertight Doors now been examined and found efficient? <i>yes</i>		Transoms, Pointers, & Crutches ditto		" Rule length size	
Frames <i>See report</i>	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>		Timbers of Frame at openings ditto		Hawser & Warps	
Beams <i>good</i>			Ditto ditto at other places ditto		Standing & Running Rigging <i>good</i>	
Stringers <i>good</i>			Stringers, Clamps & Shelves ditto			
Inner Bottom Plating <i>good</i>			Salting ditto (State if examined.)			

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 Waterbuck be continued in her present class and be assigned fresh record of Docking Survey 4.24 Port Natal. Subject to Special Survey now almost due being carried out at end of present year.

Survey Fee (per Section 28) £	Fees applied for, 20/4/1924
Special Damage or Repair Fee (if any) (per Sec. 29) £ 21 : 0 : 0	Received by me, 19
Surveying Expenses (if chargeable) £ 2 : 12 : 0	
Surveyor's Fee (if any) £	

Committee's Minute **FRI 6 JUN 1924**
 Character Assigned *Deferred for Repairs 4.24*
 Surveyor to Lloyd's Register of Shipping. **FRI 28 NOV 1924**
White Lion 20/11/24

1510-6560-00000

In Certificate required XI no. to be sent to

and the pintle above it fractured. The keeder was left with two pintles and one bush removed.

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

Machinery Space. Under engines and boilers the reverse framing from bilge to bilge is more or less corroded, above bilges, skin and framing appears fairly good. The reverse framing under engines and boilers will require attention at Special Survey.

Forecastle. Skin plating in forecassle, fairly good. Several leaky ports - 4 on port side and 3 on starboard side - were repaired by renewing the broken glasses and fitting new rubbers.

Decks. The decks throughout are generally good.

Equipment. The anchors are in good condition, and the

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MAR 19 1928

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

ANCHORS.

Number of Certificate	Anchors.*	WEIGHT, EX. 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.

Number of Certificate	Length and size supplied.		Test per Certificate		WEIGHT OF CHAIN CABLE		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length	Diam.	Stretch	Breaking	Supplied	Per Table 30 or 31.	Length	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

Iron Stream Chain or Steel Wire...

Anchor chain cables so far as seen also good. Wheelless good steering engine & gear good. Two life boats (the port) one sprung at keel and on starboard strake was made good. Starboard beam good. The supporting angle bars for bunker hatches, badly wasted were on the recommendation of the Surveyor, renewed. Other Masts & Supports & Ventilators in good condition. Judging from the general examination made of the vessel it is the opinion that the Waterbulk is in fit condition to receive present class until the end of the year. The next Special Survey should be carried out...

MAY 27 1927

MAR 28 1927

TUES. 19 OCT 1928
 TUES. 13 JUL 1926
 TUES. 5 JAN 1926
 MAR 5 1925

Referred to...
 Referred to...
 Referred to...
 Referred to...

