

R E P O R T.

LLOYD'S REGISTER OF SHIPPING.

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Lloyd's Register

PORT NATAL,

30th April, 1924.

THIS IS TO CERTIFY that
I, JOHN STEWART,

the undersigned Surveyor to this Society did at the request of the Captain and Agents of the vessel, also acting under instructions from Lloyd's Register, London, Survey on dry-dock and afloat on several occasions between the 16th and 30th April, the Steel Twin Screw S/S "WATERBUCK" of London, No. 36909 in Register Book, to ascertain and report on her condition for occasional or dry-docking Survey, also for "General Examination" which, if satisfactory, is to allow for extension of time for 2nd Special Survey No. 1 until the end of the present year.

I also surveyed the two Tail end shafts for periodical Survey, and the boilers - the Starboard one for Annual Survey and the survey of Port boiler may be accepted as part of Special Survey of Machinery due this year.

ON DRY - 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 pintle, the second from bottom, was missing, and the pintle above it, fractured. The Rudder was lifted, two pintles and one bush renewed.

HOLDS:



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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.

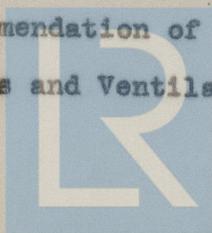
BUNKERS. The limber boards were removed for inspection of framing in way of bunker bilges, found reverse frames corroded throughout bunkers and these will require attention at Special Survey. Other parts such as casing, bulkhead, and ship's skin fairly good. The bunker ladders, corroded to a dangerous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

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 forecastle fairly good. Seven 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 anchor chain cables so far as seen, also good. Windlass good, steering engine and 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 hatches, badly wasted, were on the recommendation of the Surveyor, renewed. Other Hatches and Supports and Ventilators, in good condition.



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MCHINERY :

MACHINERY. The two Main Boilers were examined, one, the Port boiler need not have been examined except as part of Special Survey due this year, and may be accepted by the Committee as passed for such survey.

The Starboard boiler was examined for Annual Survey. Both boilers, including furnaces, combustion chambers, main and water space stays, tubes, man-hole doors and their fastenings and all mountings including the safety valves, are in good condition; no repairs, beyond the caulking of a leaky rivet in Starboard boiler and renewing a stay nut in Port boiler, were necessary.

The two tail end shafts were drawn in for periodical examination. Both shafts were down $\frac{5}{16}$ " scant.

The Port shaft was badly corroded at forward end of after liner and was on the recommendation of the Surveyor, renewed.

The Starboard shaft was slightly grooved at forward end of cone, other parts of shaft, good. The after liner was worn tapered about $\frac{3}{32}$ ". On the recommendation of the Surveyor this shaft was removed to the repairing shop, the after liner skimmed up true and the groove, $\frac{1}{8}$ " deep at forward end of cone, welded.

Both stern bushes were drawn and re-wooded in the shop. The shaft fitted on Port side was a new spare, and there is now no useful spare tail shaft on board.

The Propellers are in good condition. All the Sea Cocks and Valves were opened up and examined and including their fastenings, found good.

Judging from the General Examination now made, I am of the opinion that the "Waterbuck" is in fit condition to retain her present class until the end of the Year when the Special Survey should be carried out.

On the 30th April I attended on board and saw the safety valves floated to 180 lbs. and all was found satisfactory. The Engines were tried and found in good working order.

A Report will be forwarded to Lloyd's Register, London, stating that the "Waterbuck" has been examined in dry-dock and for "General Examination", and recommending continuation of present class and fresh record of Docking Survey 4 - 24, Port Natal, subject to Special Survey now almost due being carried out this year, the Machinery to be assigned record of Starboard Tail shaft seen, and new Port tail shaft fitted, and boilers surveyed 4 - 24.

John Stewart.

Surveyor to Lloyd's Register.



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