

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

MON. 26 MAY 1924

(Received at London Office)

Date of writing Report 3 May 24 When handed in at Local Office 10 Port of Port Natal

No. in Book 5909 Survey held at Port Natal Date, First Survey 16 April Last Survey 30 April 19

on the Machinery of the Wood, Iron or Steel Wm de Waterbuck Master Jones (No. of Visits 1)

Age { Gross 845 Net 504 Vessel built at Stockton By whom Ropner & Son When 1903-8

Registered Horse Power 114 Engines made at Stockton By whom Blair & Co Ltd When 1903

No. of Main Boilers 2 Boilers, when made (Main) 1903 (P) 1920 (Donkey) 1903

No. of Donkey Boilers 1 Owners Sena Sugar Estates Port London Voyage Coasting

No. in Pressure—Main Boilers 180 If Surveyed Afloat or in Dry Dock NHD Floating Dock

Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Latest Report No. 3-5-20 Port GLS

Particulars of Examination and Repairs (if any) Docking Survey

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials of any letters respecting this case.

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 why they were declined? Was a damage report made by anyone else? If so, by whom?

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

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs

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 Boiler?

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 the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? yes or is it without liners?

Has the shaft now been changed? yes (Port Shaft) If so, state reasons badly corroded at forward end of after liner

Has the shaft now been fitted new? yes Has it a continuous liner? two or two liners? two or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? was 5/16" scant now good

If the survey is not complete state what arrangements have been made for its completion and what remains to be done?

I requested I surveyed the Two Main Boilers of the "Waterbuck" 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.

I also surveyed the two Tail end shafts for periodical survey. Starboard Boiler was examined for annual survey.

The 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.

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.

General Observations, Opinion, and Recommendation:—

I would recommend that the machinery of the "Waterbuck" be assigned record of Boilers Surveyed, both tail shafts seen (the port shaft new 4.24).

TUES. 20 MAR 1928

Fee (per Section 28) £ : : Fees applied for 30/4/24
Damage or Repair Fee (if any) (per Section 25.) £ 12:12:0
Expenses (if chargeable) £ : : Received by me, 19

John Stewart
Engineer Surveyor to Lloyd's Register of Shipping.
FRI. 27 MAY 1927

Committee's Minute FRI 6 JUN 1924

FRI. 5 JUN 1926
TUES. 5 JAN 1926

TUES. 13 JUL

Lloyd's Register Foundation

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

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

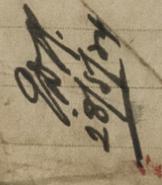
examination. Both shafts were down $\frac{5}{16}$ scant
 The Port Shaft was badly corroded at forward end of
 after liner and was on the recommendation of the surveyor renewed.
 The Starboard shaft was slightly grooved at forward
 end of cone, other parts of shaft good. The after liner
 was worn tapered 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 rewooded 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.
 On the 30th April I attended on board and saw the
 safety valves floated to 180^{lb}. and all was found
 satisfactory. The engines were tried and found in
 good working order.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

R.L. held.
 Sea shaft sea connection
 examined.
 Port sea shaft renewed.

R.L. 4.24.

P.N. 4.24
 3.4.24





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