

WRECK SECTION

Rpt. 8.

No. 589

(Received at London Office 13 DEC 1949)

No. 24446.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9-12-1949. When handed in at Local Office 12-12-1949. Port of SWANSEA.

No. in Survey held at Port Talbot. Date, First Survey 30-11-49. Last Survey 5-12-1949.

Reg. Book.

(No. of Visits four)

30544. on the Wood, Iron or Steel

"WATSON FERRIS".

TONNAGE :-

GROSS 1791.

UNDER DK 1501.

NET 1041.

Built at Superior, Wis.

By whom Walter Butler Shipblrs.

When 1943.

Owners Ministry of Transport.

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers Wm. Cory & Son, Ltd.

Port belonging to London.

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet

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

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 24438. Port Swa.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys should be summarised. 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.

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

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. - ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

Damage stated to have been sustained by grounding in Pwlldu Bay, Bristol Channel, on the 20th November, 1949, during voyage from Rotterdam to Swansea with a cargo of scrap iron.

Note. The vessel was examined afloat at Swansea on the 28th November, 1949 and Interim Certificate issued for voyage to Port Talbot. See Swansea Report No. 24438.

Now done.

Vessel placed in dry dock and the bottom shell plating together with floors (all welded construction) found severely damaged all fore and aft and torn and fractured in numerous places. A satisfactory repair would require the renewal of at least 90% of the bottom plating and floors.

The Manager's Representative informed the Owners, Ministry of Transport, of the extent

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " In way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stimson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Forwarded for the information of the Committee.

Survey Fee (per Section 29)	£ - : -	Fees applied for, 12-12-1949.
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 21 : -	Received by me, - 10.
Travelling Expenses (if chargeable)	£ 2 : -	
Second Surveyor's Fee (if any)	£ - : -	

Committee's Minute

Character Assigned

Wm. Cory

hand up pending repairs

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1039-0055

A petrol driven pump has been placed on board and in our opinion the vessel is considered efficient while laid up at Port Talbot. Further temporary repairs would require to be carried out in the event of the vessel being moved to another port.

[illegible]