

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 1 - JUN 1949

No. in Survey held at Bayth. Date, First Survey 8/4/49 Last Survey 5/5/49 19

Reg. Book. 79540 on the Wood, Iron or Steel S.S. "WATSON FERRIS" (No. of Visits 4)

Tonnage: 30674 Built at Superior Wis. By whom Walter Butler Shipbuilders Inc. When 1943

GROSS 1791 Owners Ministry of Transport. Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK. 1501 Managers Wm. Bouy & Son, Ltd. Port belonging to London

NET 1041 Surveyed Afloat or in Dry Dock? Bayth. Name of Dock Bayth S.S. S.B. Co. Ltd. Destined Voyage

Cell D/Bor D/Ba feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

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. 705281. Port Bayth. S.W.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & ANNUAL DOCKING.

DAMAGE Stated to have been caused by contact with the quay wall at Plymouth on the 7th October 1948.

FOUND FOR DAMAGE

Port side aft abreast nos 3 and 4 hatches:- 1 Bulwark plate set in, sheenstrake plate in way set in, plate in 1st strike below sheer set in at top seam. Deck stringer plate set in and buckled and deck plating in way indented. 1 side frame and 2 beam ends in way buckled.

PERMANENT REPAIRS:- 1 Bulwark plate cropped and part renewed. 1 Sheenstrake plate cropped and part renewed and plate below fairer in place at seam.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	1 part.				1 part.		1 part	1 Bulwark plate cropped and part renewed.
Removed and Faired or Repaired		1 part.						
Faired or Repaired in place	1				1		1	1 Beam Struck renewed.

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Part and Good		Good		(State if on Deck.)
Caulking of Decks	Good		None		do		When fitted, Month Year
Coamings	Good		None		do		
Beams & Fastenings	Part and do		Good		do		Boats
Outside Plating	Good		do		do		Good
" " in way of sidelights	None		do		do		Masts, Yards, &c.
Frames	Part and Good		do		do		do
Reverse Frames	None		do		do		Condition, how ascertained from deck.
Longitudinals	None		do		do		(State if wedges removed.)
Transverses	do		do		do		Equipment letter
Floors	None		do		do		Anchors, No. of
Keelsons	do		do		do		Cables (State if now ranged)
Stringers	Good		do		do		" length 210 fms mean diam. 1 1/2"
Inner Bottom Plating	Part and Good		do		do		" (on board.) Rule length 240 fms size 1 1/2"
Have the Tanks been examined internally?	do		do		do		Chain Locker
Have the Tanks been tested?	do		do		do		Good
			do		do		Hawsers & Warps
			do		do		do
			do		do		Standing and Running Rigging
			do		do		do
			do		do		Sails
			do		do		None.

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."

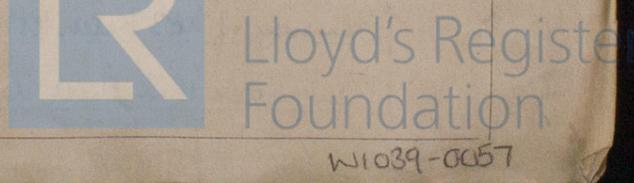
This vessel is eligible in my opinion to be continued as now classed and to have a fresh record of drydocking 5.49. subject to 30 fathoms of cable being placed on board at the earliest opportunity and to permanent repairs to indented shell plating etc. in way of fore-castle and hol. hole (88) and to bulwarks forward and aft (85) at the next special survey.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	5	5	0.
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute. FRID 1 JUL 1949

Character Assigned 5.49 Bly. subject (H) without up cond (M)

rel S.W.S. 29-4-48. S.4.49 CL BS.5.49



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

"WATSON FERRIS"

DAMAGE REPAIRS (CONT).

- 1 Deck stringer plate cropped and part renewed and adjacent deck plating fairer in place at seam.
- 1 deck beam cropped and part renewed, welded butt.
- 1 deck beam fairer in place.
- 1 side frame cropped and upper part renewed, fairer and refitted.
- 1 beam knee struts renewed.

Repairs here tested on completion with satisfactory results.

NOT DONE FOR DOCKING.

Vessel placed in drydock, bottom and under cleaned, examined and recoated. Rudder lifted. Anchors and cables ranged for examination.

The weather decks, holds, casings, machinery spaces, hatchways, coamings and closing appliances, ventilators, air pipes and closing appliances, scuppers, steering gear, windlass, chain locker, deck and general equipment examined and found satisfactory.

An Annual hoisting survey carried out. Report forwarded. C.II. (cont) kept attached.

WEAR & TEAR REPAIRS.

Top bush of rudder rewooded and bottom bush renewed.

2" dia bilge suction have now been fitted port and starboard at the forward end of the after hold, connected to the existing bilge lines. These suction have been tested under working conditions and found satisfactory.

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 RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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 rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
Iron Stream Chain or Steel Wire														

25 wood hatch covers renewed.

Steel plate covers with bolted fastenings fitted to P&S saddleback hatchways in 2nd dks. a number of minor wear and tear repairs also carried out.

PER SPECIAL REASONS LIST: The Owners Suppr. states that 30fms of cable have been ordered for this ship and will be placed on board at the earliest opportunity. Indenture shell plates etc., in way of fore and hol hold (S.S.) and bulwarks fore & aft (SS) examined and are considered efficient meantime. Permanent repairs have now been effected to the sheerstrake etc., in way of hol3 hatch (P.S) and bilge suction have been fitted in the after hold. It is submitted that these items be now deleted from the Special Reasons list.

W.T.B.
SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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