

Rpt. 8.

(Received at London Office

13 JUN 1949

No. 106214

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report

19

When handed in at Local Office

1 - JUN 1949

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Bayk.

Date, First Survey

8/4/49

Last Survey

5/5/49

19

79540 on the Wood, Iron or Steel

S.S. "WATSON FERRIS"

(No. of Visits

4

TONNAGE :-

GROSS 1791

UNDER DK. 1501

NET 1041

Built at

Superior Wks.

By whom

Walter Butler Shipbuilders Ltd.

YEAR.

MONTH.

Owners

Ministry of Transport.

Owners' Address

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

Managers

Wm. Bouy & Son, Ltd.

Port belonging to

London.

Surveyed Afloat or in Dry Dock?

Both.

Name of Dock

Bath S.S. & B. Co. Ltd.

Destined Voyage

Cell D B or D B a

feet ; u & 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. 705281

Port

S.W.S.

(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. Yes. Supr.

not required.

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, sheerstrake plate in way set in, plate in 1st strake 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 sheerstrake 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 Faird or Repaired		1 part.						1 Beam strake renewed.
Faird or Repaired in place	1				1		1	

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Part and Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	Good	Ceiling	none	Coal Bunkers, Openings, Covers, &c.	do	(State if on Pelt.)	
Coamings	Good	Cement or Asphalt	hol. end.	Oil Bunkers	none	When fitted, Month	Year.
Beams & Fastenings	Part and do	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Good	Steering gear and its connections	do	Cargo Hatchways	do	Masts, Yards, &c.	do
" " in way of sidelights	hol. end	Windlass	do	Hatches	do	Condition, how ascertained	from deck.
Frames	Part and Good	Have pumps been examined and found efficient?	yes.	Planking		(State if wedges removed.)	1 1/2.
Reverse Frames	hol. end	Have Sluice Valves been examined and found efficient?	no.	Caulking		Equipment letter	3 B. 15.
Longitudinals	none	Have Watertight Doors been examined and found efficient?	yes.	Treenails		Anchors, No. of	3 B. 15.
Transverses	do	Have Ventilators and their Coamings been examined and found efficient?	yes.	Breasthooks & Stemson		Cables (State if now ranged)	yes.
Floors	hol. end	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 210 fms mean diamr.	1 1/2"
Keelsons	do	Doubling Plates under Sounding Pipes	hol. end	Timbers of Frame at openings		" Rule length 240 fms size	1 1/2"
Stringers	Good			" " at other places		Chain Locker	Good
Inner Bottom Plating	Part and Good			Stringers, Clamps & Shelves		Hawsers & Warps	do
Have the Tanks been examined internally?	no.			Sailing	(State if examined.)	Standing and Running Rigging	do
Have the Tanks been tested?	no.					Sails	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 sheer plating etc. in way of fore-castle and hol. ends (ss) and to bulwarks forward and aft (ss) 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)	£	:	:	
License fee.				
Committee's Minute				

FRI 1 JUL 1949

Character Assigned

5.49 Bly. subject (H.)

without up cond (M)

rel. S.S. 24-4-48.

S.4.49 CL BS.5.49

W.T. Burns & J. Bourn
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1039-0057

