

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

(Received at London Office: 23 JUN 1949)

Date of writing Report 24th May 1949 When handed in at Local Office 30 MAY 1949 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 79540 Survey held at BLYTH Date, First Survey 11/4/49 Last Survey 6/5/49 (No. of Visits 4)

on the Machinery of the ~~Wood Iron or Steel~~ S.S. WATSON FERRIS

Tonnage { Gross 1791 Vessel built at Ampurias, Mis. By whom Walter Butler Shipbln. Inc. When 1943
 Net 1041 Engines made at Menominee, Mich By whom Prescott Co. When 1943

Nominal Horse Power MN. 330. Boilers, when made (Main) 1943 (Donkey)

No. of Main Boilers 2.WT. Owners Ministry of Transport. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Wm Coy + Sons Ltd. Port London Voyage -

No. of Donkey Boilers Steam Pressure in Main Boilers 250# If Surveyed Afloat or in Dry Dock Both - Blyth DD + SBC to West Blyth. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 220# (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Dkg, BS. & T.S.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. 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 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 personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler 20th April 1949 Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? Drums - 245 lbs/sq. Inlet - 225 lbs/sq.

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft 19.4.49 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

how done. Vessel placed in drydock. Propeller, sternbush and outside fastenings of sea connections examined and found or placed in good order.

Tailshaft drawn, examined & found in good order. Scantlings of tailshaft checked & found to comply with the Rule requirements. (See First Entry report - herewith).

Port and starboard main W.T. boilers examined internally & externally together with superheaters, mountings, safety valves, manholes, doors and their fastenings, and the safety valves adjusted under steam to the pressures stated above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&H.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

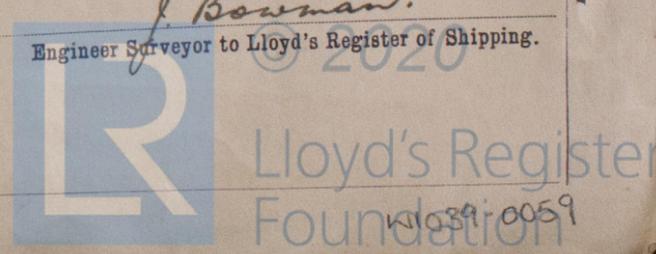
CS 3,34, as now seen, is in good order and eligible in my opinion to remain as classed, with fresh records of BS 5,49 and TS.CL 4,49.

Items re "after hold bilge suction" and "TS due 11,49" may now be deleted from SRL.

Survey Fee (per Section 29) BS. £ 11 : 0 : 0 Fees applied for 25 JUN 1949
 Special Damage or Repair Fee (if any) TS. £ 2 0 0
 Travelling expenses (if chargeable) £ : :
 Received by me, _____ 19 _____

Committee's Minute FRL 1 JUL 1949

Assigned As now, without spl. Lond
S. 4, 49 CL BS. 5, 49



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

S.S. WATSON FERRIS

Repairs.

Steer bush rewooded, and gland re-packed.

Boilers - 14 tubes renewed.

Internal feed pipes altered to provide independent main and auxiliary feed internal pipes. (P+S).

Minor repairs effected.

Special Reasons List.

A Bilge suction has now been provided at the P+S ford in of the after hold, connected to main bilge valve chest in engine-room, in accordance with Rule requirements, and tried out under working conditions and found satisfactory.

Examination of Tailshaft, due 11,49 now carried out.

It is recommended the above items be deleted from the S.R. list.

J. Bowman.

**SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.**

Date of writing

No. in S. Reg. Book

19540

Built at

Engines m

Boilers m

Registered

Nom. Horse

Trade for wh

ENGINES,

Dia. of Cylind

Crank shaft,

Intermediate

Tube Shafts,

Bronze Liner

propeller boss

If the liner do

If two liners o

at

Propeller, dia

Feed Pumps

Bilge Pumps

Feed Pumps

Ballast Pumps

Are two inde

Bilge Pumps

In Pump Ro

Main Water C

No. and size

Are the Bilge

Are all Sea Co

Are they fixed

Are they each

What Pipes p

What pipes p

Are all Pipes,

Is the arrange

compartment to

MAIN BOIL

Which Boilers

No. and Desc

IS A REP

IS A DO

Can the donkey

PLANS.

Superheaters

Has the spare

State the princ

The j



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Foundation