

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office.

22 MAY 1948

Date of writing Report 19 When handed in at Local Office 11 MAY 1948 Port of NEWCASTLE

No. in Survey held at Blyth Date First Survey 25th March 48 Last Survey 13th April 1948  
 Reg. Book. 35711 on the Machinery of the ~~Wood, Iron or Steel~~ sc. steamer "WATSON FERRIS" (No. of Visits 10)

Tonnage Gross 1791 Vessel built at Wisconsin, U.S.A By whom Walter Butler Shipbuilders, Inc When 1943 -  
 Net 1041 Engines made at Muskegon, Mich. U.S.A By whom Prescott Company When 1943

Normal Horse Power MN 330 Boilers, when made (Main) 1943 (Donkey)  
 No. of Main Boilers 2 WT. Owners Ministry of Transport, on lease Owners' Address  
 No. of Donkey Boilers 1 Managers Wm. Cary & Son, Ltd. (if not already recorded in Appendix to Register Book.)  
 Steam Pressure (Design) 150 LBS. Port London Voyage Coastal  
 in Main Boilers If Surveyed Afloat or in Dry Dock Both - Blyth DD & SB Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port  
 Particulars of Examination and Repairs (if any) G.E. for Classification & B.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?

Donkey

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 Both - 1st April 1948.

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? Good

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? Drum - 245 LBS/10"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? Suplt. - 225 LBS/10"

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

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

Has the screw shaft now been drawn and examined? no 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? yes

Has shaft now been changed? yes If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

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

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 1/16"

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? See electrical report.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

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

It was stated by the Owner's representative that the machinery of this vessel has been completely opened out & surveyed by Surveyors to the British Corporation at London, March-April 1947. It was also stated that the tailshaft was seen in Nov. 1946.

In accordance with instructions contained in London letter Ref 3, dated 17.2.48, a general examination of the machinery has been held with a view to the vessel & its machinery being classed with this Society.

now done. Vessel placed in drydock. Propeller, aft end of stern bush & outside fastenings examined & found in good order. Sea down as above.

Sea valves, (suction & discharge) opened out, examined & found & placed in good order. Bilge injection valve repaired non-return (8" dia). (See page 2.)

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

(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.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

as now seen, is in good order & eligible in my opinion for classification with the records of L.M.C. 4, 48, subject to 2" bilge suction being fitted at fore end of aft hold.

Survey Fee (per Section 29) £ : : Fees applied for

LICENCE SUPERVISION £ : : 19

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : J. Bowman.

Committee's Minute Fri. 4 JUN 1948 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned See F.E. Kelly - rpt.



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The following machinery was opened out, examined & found & placed in good order, & scantlings checked where applicable

Main Engines:- All cylinders, pistons, valves & valve casings.  
Condensers (tested)

Auxiliaries - Two Bilge & Ballast pumps  
One Aux. feed pump  
Main circulating pump.  
Aux. circulating pump.  
Aux. condensers (tested)

Pumping arrangements examined, bilge valves in pump suction chests & bilge distribution valve chest opened out examined & verified of non-return type.

Steering engine examined & found in good order.

Main & aux. machinery tried under working conditions & found satisfactory.

Boilers Both watertube boilers & integral superheaters examined in their entirety, together with all mountings, & later examined under steam & the safety valves adjusted to the pressures stated above.

#### Alterations & repairs

Extended spindles to hold bilge valves renewed

Wells feed regulators fitted to both boilers; float chambers, feed check valves & steam shut off valves hydraulically tested in accordance with the Rules.

One of the original 7"10"12" main feed pumps removed & replaced by new Wells 6"8½"18" feed pump.

H.P. piston rings renewed. L.P. piston - several junk ring studs renewed.  
Bilge & ballast pump - 2 bucket rods renewed.

piston rings & bucket rings renewed.

Aux. circulating pump - 2 water-end liners renewed.

piston & bucket rings renewed.

Minor repairs effected

It was recommended that additional 2" bilge suction be fitted at fore end of aft hold, and it was stated by the Owner's Superintendent that present arrangements with the Ministry of Transport would not permit of the recommendation being carried out at this time.

J. Bowman

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