

28 JAN 1928

WRECK BOX
No. 66704

W593-018 (1/4)

No. 82292

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report..... 19..... When handed in at Local Office..... 19..... Port of Newcastle-on-TyneNo. in Survey held at South Shields Date, First Survey 20 April 27 Last Survey 4th Nov 1927Reg. Book. 235 24119 on the Wood, Iron or Steel S.S. "Highland Watch" (No. of Visits) 29

TONNAGE—

GROSS 6031UNDER DEK. 4354NET 1863Built at Port GlasgowBy whom Russell & CoYEAR. MONTH. When 1904 3Owners Nelson Steam Nav. Co. Ltd.

Owners' Address

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

Managers H & W. Nelson Ltd.Port belonging to LondonSurveyed Afloat or in Dry Dock? BothName of Dock Brigham & Coan

Destined Voyage

Laid up

VB=CellDBorDBa

feet; uE&B

feet; f

feet

Total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

First Report, No. 80710 Port NWC

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs 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 placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

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. Not requiredSociety's Freeboard (if assigned) as painted on Ship and now verified 3 ft. 11 ins.Was a damage report made by anyone else? If so, by whom? Menzies & Co. (L.L.W.N)PAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey 2nd No 3 & Damage stated to be caused by Grounding in the River Plate in April 1921, at Martin Garcia in Feb. March & June 1925, & at Buenos Aires in Feb. 1927.Rubbing against Quay Walls at Boulogne in Sept. 1918, at Dunkirk in June 1919 & at Buenos Aires on various dates.Heavy weather in April & May 1921 Voyage Monte Video to Las Palmas & in March 1927 Voyage Las Palmas to Antwerp and Cause unknown.Done:— Part Special Survey 2nd No 3.

(See deferred reports)

Vessel examined in dry dock cleaned & painted. Rudder lifted & examined. Insulation in Hold & Tween decks removed

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	41 + 1 Partly			1 Partly				
Removed and Fair'd or Repaired	12							as detailed
Fair'd or Repaired in place	35	15	2	2				

PRESENT CONDITION OF THE

Good	State if Tanks have been examined inside <u>Yes</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Good	State if Tanks now tested <u>Yes</u>	Engine Room Skylights <u>Good</u>	(State if on Felt) <u>✓</u>
Good	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, & <u>Good</u>	When put on, Month <u>✓</u> Year <u>✓</u>
Good	Ceiling <u>Good</u>	Scuppers <u>Good</u>	Boats <u>Good</u>
Good	Cement or Asphalt (State which) <u>Good</u>	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Good	Rudder <u>Good</u>	Hatches <u>Good</u>	Condition, how ascertained <u>From deck</u>
Good	Steering gear and its connections <u>Good</u>	Planking of Wood Vessels <u>Good</u>	(State if wedges removed) <u>NO</u>
Good	Windlass <u>Good</u>	Caulking ditto <u>Good</u>	Sails <u>✓</u>
Good	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>Good</u>	Equipment letter <u>2</u>
Good	Have Sluice Valves now been examined and found efficient? <u>None</u>	Breasthooks & Stems ditto <u>Good</u>	Anchors, No. of <u>5</u>
Good	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Good	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>Good</u>	length <u>270 fms</u> size <u>2 1/16</u>
Good		Ditto ditto at other places ditto <u>Good</u>	(on board) <u>270</u> size <u>2 1/4</u>
Good		Stringers, Clamps & Shelves ditto <u>Good</u>	Rule length <u>270</u> size <u>2 1/4</u>
Good		Saltings ditto <u>Good</u>	Hawser & Warps <u>Good</u>
Good		(State if examined.) ditto <u>Good</u>	Standing and Running Rigging <u>Good</u>

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

is Vessel, as far as now seen, is in good & efficient & eligible in our opinion to remain as classed. Fresh record of Survey 11-27 & the Notation of S.S. Shl. 2nd No 3. 11-27 being deferred until the Survey is completed.

Survey Fee (per Section 29) £ 28 : 15 : -

Special Damage or Repair Fee (if any) £ 36 : 15 : -

Travelling Expenses (if chargeable) £ 1 : 1 : -

Second Surveyor's Fee (if any) £ : : -

Fees applied for,

19

Received by me,

13. 19

13. 19

FRI. 3 FEB 1928

Surveyor to Lloyd's Register of Shipping.

FRI. 17 AUG 1928

FRI. 12 APR 1928

Committee's Minute

Character Assigned

With Own 20/3/28

100 Al. Shulker & Co. W. 2006
(without Spl. Cond'n)
S. 1-28DeferredDeferredDeferredDeferred

L. Owen 12/4/29

S. S. "Highland Watch"

as necessary to carry out damage repairs as given hereafter and elsewhere in Hold & Tween decks examination ports cut in insulation as considered necessary and Stulwork examined in way & found in good order. Peaks, chain lockers & lower bunkers cleared all ceiling lifted Stulwork examined throughout. Scaled & recoated as necessary.

For & after peak tanks & all double bottom tanks examined internally & tested as required by the Rules.

Tested as required by the Rules.
Shutter deck, covered with asphalt, examined. Portions of asphalt removed & plating thus exposed carefully examined & found in good order. See Secretary's letter 16-6-27.

Turns becks in Hold examined. Machining shell examined.

Windlass, Steering Gear, Watertight doors, Ventilators & fumal equipment examined. Hand pump worked. Cables ranged, Traboards visited. Shell plating drilled. Particulars as below.

Shell Drillings.

Strike	Forward			Midships			Aft			
	Port	Sid.	orig ^t	Port	Starb.	orig ^t	Port	Stand.	orig ^t	
Shel. D ⁵ Sheer	O	11 $\frac{1}{2}$	9	8	14	13	14	12	10	8
	N	11	10	8	12 $\frac{1}{2}$	14	13	12	11 $\frac{1}{2}$	8
Sheer	M	11 $\frac{1}{2}$	11	10	14	14	14	11	11 $\frac{1}{2}$	10
	L	11	10 $\frac{1}{2}$	10	11 $\frac{1}{4}$	11	13	11 $\frac{1}{2}$	12	10
	K	10	10 Full	9 ¹⁰	12	12	13	10	10	9 ¹⁰
	J	10	10 $\frac{1}{2}$	10	12 $\frac{1}{2}$	12 Full	13	11 $\frac{1}{4}$	11	10
	H	10	8 $\frac{1}{2}$	9 ¹⁰	13	12	13	11 $\frac{1}{2}$	11	9 ¹⁰
	G	8	8	10	13	12 Full	13	11	10 $\frac{1}{2}$	10
	F	S/ea ^{ter}	10		Cummt	13	12 $\frac{1}{2}$	13	10	
	E	S/ea ^{ter}	11		- 2 -	13	Cummt	11		
	D	12	9 Full	10	8	12		8	10	

Thickness are in twentieths of an inch. Taken att 8 Fore peak
buckhead, Forward 8 tunnel well att 4 in Coal benders middships.

Repairs Wear & Tear. 2 Steel plates renewed

Fore peak tank. 3 Bulkhead plain plates, doubled, 2 tank top plain plates
run in.

after peak tank. 1 Tank top plate fast & doubled.

No. 1, Dorote Bottom tank. 1 Tank top plate renewed & extended, 1 plate partly renewed with extended plate. 2 tank top plates partly doubted.

No 3 Double Bottom tank. 7 Floors port & 4 Star. Partly doubled.

Bunker (Lower) / Buckhead plain partly doubled.

Boiler Room Short length of back bar fitted to 5 frames. 9 Shingles
Shut lugs renewed. 4 Boiler Sealing plates partly doubled.

a few rust drawn rivets renewed.

Engine Room. 4 Reverse frames cut & partly renewed

(See Cont^{ns})

Advised as to proceed the ink or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

FBI MAR 1929

S. S. "Highland Watch"Repairs Wear & Tear contd.

Engine Room contd. 1 Web frame plate partly doubled & 2 face angles partly renewed. 2 Side stringer plates partly renewed, 1 Pump seating bracket & angle on same renewed.

Tunnel-Well. 3 Floor port & stand. & top angle on same renewed.

1 Centre Keelson plate partly doubled.

Windlass overhauled. Lifters renewed. 3 Tween deck stringer plates & 1 deck plate partly doubled. A few minor repairs.

Damage Repairs

5 Ruddon pintles renewed. 3 Gudgeons on Stimpport built up with electric welding & rebored. 1 Gudgeon rebushed.

Stirring gear overhauled. Chains annealed.

Shell

Kel. Plain No 2. 14 & 16 renewed.

Port A Streak. Plain No 3. 8. & 14 renewed.

B Streak. Plain No 1. 5. 6. 7. 8. 9. 11. 12. 13. 14 & 15 renewed.

D Streak. Plain No 6. 8. 9 & 11 renewed.

E Streak. Plain No 1 & 9 renewed.

G Streak. Plain No 2 & 3 renewed. No 12 failed in place.

H Streak. Plain No 3 renewed, No 4 removed failed & replaced, No 2 & 6 failed in place.

J Streak. Plain No 11 & 12 renewed, No 3 & 5 removed failed & replaced, No 2, 8, 7, 8 & 14 failed in place.

K Streak. Plain No 12 renewed, No 4 removed failed & replaced, No 6. 7. 8, 11 & 15 failed in place.

L Streak. Plain No 15 removed failed & replaced, No 4 & 18 failed in place.

M Streak. Plain No 14 & 17 failed in place.

N Streak. Plain No 4 removed failed & replaced.

O Streak. Plain No 4 failed in place.

Stand A Streak. Plain No 14 renewed.

B Streak. Plain No 1. 4. 5. 7. 8. 9. 10. 11 & 15 renewed. No 13 plate renewed and extended. After end of No 12 plate cropped & new butt formed by extended plate.

C Streak. Plain No 15 failed in place.

H Streak. Plain No 3 & 4 removed failed & replaced.

J Streak. Plain No 4 removed failed & replaced, No 1 & 3 failed in place.

K Streak. Plain No 1 renewed, No 3 & 6 removed failed & replaced. No 5 & 14 failed in place.

L Streak. Plain No 14 removed failed & replaced, No 15 failed in place.

M Streak. Plain No 14 & 16 failed in place.

N Streak. Plain No 16 failed in place.

The after edges of the following plates dressed & built up as necessary with electric welding Kel No 3. 5 & 17. Port A 9 & 18. B. 18. Stand A 18 & B. 18. Same examined on completion & found in good order.

Shell riveting & caulking overhauled. A number of shell rivets renewed.

S. S. "Highland Watch"Damage Repairs Contd.

Port & Starboard Bilge Keels repaired as necessary.

15 frames & 2 Reverse frames faired in place.

1 Floor cut & partly renewed. 2 faired in place.

A few internal rivets in Tanks renewed.

Cummet renewed as necessary.

A few minor repairs.

Insulation removed as necessary for repairs & renewed.

To Complete The Special Survey 2nd No 3.Examination of:-

~~Forecastle Spaces~~ & ~~Port Spaces~~. Forward & after accommodation spaces.

Twain deck Bulkheads

Refrigerating Machinery Spaces

Hatchways & hatches.

Masts & Rigging. Including wires.

Galley floor

Boats

Plating under sidelights

Casings.

~~Bridge deck~~. Promenade deck.

NDW.

Re Superintendent's letter dated 16-6-27 regarding the asphalt covering of the Shell's deck plating, the composition was found to be adhering satisfactorily, no signs of cracking of the composition or wastage of the deck plating was observed. In our opinion the periodical examination of the Shell's deck plating can be removed from the Vessels Class.

The various outstanding damages as per the deferred reports, have been dealt with as necessary in the foregoing damage repairs.

NDW.