

WILLIAM WATT will state:

I am a Principal Surveyor on the Chief
Ship Surveyors staff of Lloyd's Register of
Shipping, 71 Fenchurch Street, London, E.C. 3.
I produce the original Survey Reports on the
hull of the s.s. "USWORTH".

1. Report No. 87234 dated June, 1931,
regarding the special survey No. 1.
2. Report No. 18409 dated September, 1932,
regarding docking survey.
3. Report No. 90326 dated July, 1933,
regarding docking survey.
4. Report No. 5418 dated January, 1934,
regarding docking survey.
5. Report No. 101852 dated February, 1933,
for the assignment of freeboards in
accordance with the International
Convention.
6. Report No. 20349 dated July, 1934, for
the annual survey in accordance with
the International Convention.

I also produce the letter from the Board
of Trade appointing Lloyd's Register of
Shipping to assign loadlines and I produce the



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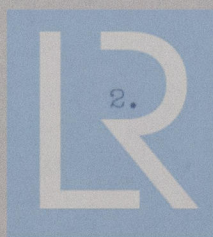
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Will B.Y.

signed duplicate Loadline Certificates for the "USWORTH" dated the 10th November, 1926, and the 25th February, 1933. The originals of these Certificates were of course on board the vessel and no doubt sank with her.

The hatch coamings of No. 2 hatchway were stiffened at the sides, but there was no stiffening of the coamings at the after end of that hatch. The reason for there being no stiffening there was that owing to the fact that the bridge front bulkhead was within two feet of the after end of the hatch the coaming was protected from any direct blow from the sea. The forward coaming of the hatchway was stiffened by bracket connections from the winch girders instead of by a horizontal bulb angle bar.



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