

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22 April 32 When handed in at Local Office 23/4/32 Port of Newcastle-on-Tyne

No. in Survey held at 50 Shields Date, First Survey 21<sup>st</sup> March Last Survey 18<sup>th</sup> April 1932  
Reg. Book. 58247 on the Wood, Iron or Steel S/S "WATFORD" (No. of Visits 17)

TONNAGE: Built at Dunfermline By whom Caledonia S.S. Co. When 1928 MONTH 8  
GROSS 5421 Owners British S.S. Co. Ltd. Owners' Address London  
UNDER DECK 4993 Managers Watts & Watts & Co. Ltd. Port belonging to London  
NET 3303

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Wallsend Dock Destined Voyage London

WB=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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 10606 Port Bel

(Periodical Surveys, when held, must be reported in detail and serially 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 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

Was a damage report made by anyone else? If so, by whom? Not Required Under Surveyors

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition & S.S. Not Complete  
and for Damage Sustained by foundering  
near Rotterdam on March 19<sup>th</sup> & 20<sup>th</sup> 1932.

Not done S.S. Not Complete  
dry dock Bottom Rudder & cleaned Examined  
recoated Cables changed Locker Examined

All the lower holds, seven decks, deck Erection  
Spans, Fore rafter beams, Store Rooms, all upper

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:
Renewed								<u>New Stimpson Complete</u>
Removed and Fair or Repaired	<u>2</u>							<u>Copper 751 &amp; 2 fairboards</u>
Faired or Repaired in place	<u>5</u>							

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	<u>Yes</u>	<u>Good</u>	(State if on Vessel) When put on, Month Year
Caulking of Decks	<u>Yes</u>	<u>Good</u>	Boats
Coamings	<u>Yes</u>	<u>Good</u>	Masts, Yards, &c. <u>Good</u>
Beams & Fastenings	<u>Yes</u>	<u>Good</u>	Condition, how ascertained <u>By Exam</u>
Outside Plating	<u>Yes</u>	<u>Good</u>	(State if wedges removed)
Breasthooks	<u>Yes</u>	<u>Good</u>	Sails
Transoms	<u>Yes</u>	<u>Good</u>	Equipment letter <u>2318</u>
Frames	<u>Yes</u>	<u>Good</u>	Anchors, No. of <u>2318</u>
Reverse Frames	<u>Yes</u>	<u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Longitudinals	<u>Yes</u>	<u>Good</u>	length <u>270 fms</u> size <u>2 1/2</u>
Transverses	<u>Yes</u>	<u>Good</u>	(on board) Rule length <u>370</u> size <u>2 1/2</u>
Floors	<u>Yes</u>	<u>Good</u>	Hawser & Warps <u>Good</u>
Keelsons	<u>Yes</u>	<u>Good</u>	Standing and Running Rigging <u>Good</u>
Stringers	<u>Yes</u>	<u>Good</u>	
Inner Bottom Plating	<u>Yes</u>	<u>Good</u>	

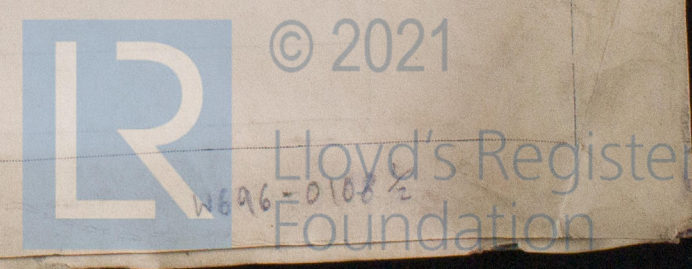
General Observations, Opinion as to Class, Recommendation, &c.:—

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 pND24, &c."

This vessel is in my opinion Eligible to remain  
as classed and to have record of survey 4.32, and  
the notation S S SHL-NO1-32

Survey Fee (per Section 20)	£ 15 : 0 : 0	Fees applied for, <u>26 APR 1932</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 12 : 12 : 0	Received by me, <u>29.4.32</u>
Travelling Expenses (if chargeable)	£ :	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute, FRI. 6 MAY 1932  
Character Assigned 100A1  
54.32 S S No 1-32  
+ dmbk 4.32





"Watford" S S 701 Cond.

Lower Rinker Spaces, Decks, Mast & par  
trigging, hatchways, beams, puttings  
hatches & Curings, Examining, Fiddle, Cond  
Ventilators, Pump, W.T. doors, Windlass  
Steering gear & all the connections & general  
Eqpts Examined Dryboard verified

Culley lifted as required, all the D B  
tanks tested & Examined inside  
Don rafters peaks tested

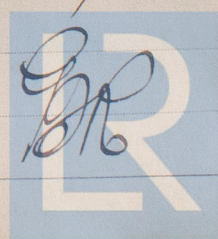
This vessel is somewhat short of cargo battens &  
this fact was pointed out to the owners representative.  
A quantity of material has been placed on  
board to be fitted as opportunity affords, & I am  
of opinion this arrangement might be considered  
satisfactory, & is submitted for the Committee approval

Minor Repairs:- Many Latches renewed. Curings  
Linings & restored to good order. Minor  
repairs on deck & below effected

The New Convention, Dryboard marked on sides of  
the vessel 5-9 $\frac{1}{4}$

Damage:- Vessel placed in dry dock Bottom  
cleaned Examined & recoated. All the D B  
tanks Examined inside. Tested Don rafters  
Decks tested

New Stern post complete now fitted Mark 6540 ID  
10.4.32. The Rudder sent to forge & adjusted. Two pintles  
renewed & others skinned up & rudder replaced in  
position in good order. Quadrant refitted all connections  
coupled up & proved satisfactory. Two foreboard plates  
Hopper plate removed for access & replaced. The  
after peak tank tested on completion of repairs.  
Two keel plates (Nos 2, 3) fore removed faired &  
replaced. Portside fore A 3 & 5, B 4, C 6 faired  
in place. A considerable amount of beaming  
on bottom shell done. Reeling generally over-  
hauled. Tanks tested



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