

COPY.

Lloyd's Register of Shipping.

Port D O V E R.

18th December, 1940.

This is to Certify that

ROBERT STEWART

the undersigned Surveyor to this Society did at the request of Messrs. Geo. Hammond & Co., Lloyd's Agents, Dover, on 7th December, 1940, proceed on board the Steel Screw Steamer "WATERLAND" 1107 tons gross of London, then lying in the Granville Dock, Dover, to ascertain damage stated to have been sustained by enemy action.

The vessel was on a voyage from Methil to Dover with a cargo of coal and the Captain reported that when approaching Dover on 5th December, 1940, his vessel was damaged by enemy shell fire about 6.0 p.m. She subsequently berthed alongside the Admiralty Pier, Dover, and came into the Granville Dock the following day.

Upon examination on board I found the damage comprised as follows:-

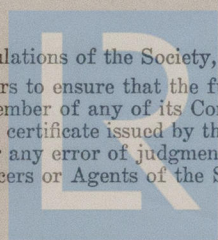
Degaussing circuit damaged on Port side bridge accommodation.

Vessel holed in four places alongside Port side. 2 holes in bulwark strake amidships and one plate holed and cracked in next strake below, in Port tween deck bunker space. Another hole in bulwark strake Port side bridge accommodation.

The funnel was holed on Port side aft and an indent made on Port side bunker hatch coaming.

The Starboard lifeboat was holed on Port side aft, 1st, 2nd, 3rd, and 4th strakes from garboard affected and floor board smashed.

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One air tank also holed in two places.

Lewis gun protection, Port side aft, 5 concrete slabs holed and smashed.

Starboard after mooring compressor, bridge broken and several pieces missing.

Rocket cylinder on top of upper bridge holed by shrapnel.

Kite wires broken.

Chief Engineer's Berth: port frame pierced by shrapnel through one bolt hole, and cracked and buckled, also plating surrounding slightly buckled.

The Chief Engineer reported that the main feed check valve joint on the Starboard boiler shell was leaking badly.

Permission was obtained from the Naval Authorities for the Southern Railway Marine Workshops to execute repairs, which were recommended by me and carried out under my supervision as follows:-

The hull and the funnel were patched by steel discs adequately covering the holes and electrically welded.

The Starboard lifeboat was repaired by wood tingled patches on the four damaged strakes for a distance of 2'-6" long, and one floor board renewed.

The air tank was removed, repaired by patching and replaced.

The Port aft Lewis gun protection was repaired by fitting 5 new concrete slabs of appropriate size.

The broken compressor was removed ashore. Plastic mould made of missing portion from bridge. This was then cast, strapped in place and the whole bronzogene welded together and refitted on board.

The rocket cylinder was patched and kite wires repaired.

Bolt fitted to Chief Engineer's cabin port frame and made watertight.

Degaussing circuit, all broken wires rejointed and reinsulated. Circuit tested and found satisfactory.

MAIN FEED CHECK VALVE.

Upon removing chest from boiler the pad piece was found to be badly corroded and wasted away, and I recommended it to be renewed. This pad was rivetted, but had also been welded inside shell plate and its removal involved burning part of the boiler plate where spigot of valve chest entered shell plate. This was made up by electric welding, rebored, and new pad rivetted and caulked, and feed valve chest rejointed. When boiler was filled however the pad was found to be leaking and although further caulking was resorted to, this was ineffective to stop leakage.

Main Feed Check Valve (Cont'd)

In order not to delay the vessel. I recommended the pad to be electrically welded round its circumference and this was accordingly done, and the boiler refilled and steam slowly raised. Upon test however it again failed and leaked badly. I had no alternative but to detain the vessel and to remove chest and pad piece for examination and refitting. Upon internal examination of boiler I found that the landing edge of the rivet heads were scaled up, and I was of the opinion the rivets had not been hard up inside shell plate. These landings were accordingly faced up and another new mild steel pad piece made, as I considered the metal of the other pad was too hard to caulk efficiently. This pad was then faced up to shell plate and rivetted to my satisfaction and feed check valve chest again rejointed. Upon raising steam to 180 lbs. per sq. in. the joint was now found to be satisfactory.

As all other repairs had been completed to my recommendations I was of the opinion the vessel was now in a seaworthy condition to proceed to Sunderland, and to continue in her employment until permanent repairs can be effected at the Owners convenience.

(Sgd) R. Stewart.

SURVEYOR.



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