

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

Date of writing Report 24/12/40 When handed in at Local Office 19 Port of DoverNo. in Survey held at Dover Date, First Survey 4/12/40 Last Survey 14/12/40 19

Reg. Book.

(No. of Vents SEVEN)36414 on the Steel Screw Steamer "Waterland"Tonnage:—  
GROSS 1107 Built at Rotterdam By whom Wrf. Noorh. Rijkse & Co When 1915 - 5  
UNDER DEK. 469 Owners Shipping & Coal Co. Ltd. Owners' Address  
NET 631 Managers Port belonging to London  
(if not already recorded in Appendix to Register Book).Surveyed Afloat or in Dry Dock? Afloat Name of Dock Granville Dock Destined Voyage Nethel to DoverCell DBord Ba 58 feet; uE&B 19 feet; f 98 feet  
total capacity 291 tons. FPT 21 tons; APT 20 tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 98574 Port Nur

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

| CHARACTER.<br>For Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Machinery and Boiler<br>Survey<br>(including date of N.B., if any). |
|----------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <u>+ 100. A. 1.</u>                                                                    | <u>B. 5.</u>                                                        |
| <u>2. 40</u>                                                                           | <u>5. 38</u>                                                        |
| <u>ss R&amp;V. No. 3-4. 28.</u>                                                        | <u>+ LNC 6. 34</u>                                                  |
| <u>ss R&amp;V. No. 2-37.</u>                                                           | <u>+ NB 4. 28</u>                                                   |
|                                                                                        | <u>BS 3. 40</u>                                                     |
|                                                                                        | <u>TS (OG) 2. 40</u>                                                |

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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

Cargo hatches not fitted.  
Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage sustained due to enemy action  
off Dover on 5<sup>th</sup> December 1940. (SEE REPORT FORM 10)Damage Sustained

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  
Swain 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.

(CONTINUED ON OTHER SIDE)

| SUMMARY OF DAMAGE REPAIRS:—    | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---------------|
| Renewed                        |               |         |            |                           |        |                      |             |               |
| Removed and Fair'd or Repaired |               |         |            |                           |        |                      |             |               |
| Fair'd or Repaired in place    |               |         |            |                           |        |                      |             |               |

  

| PRESENT CONDITION OF THE            | Bulkheads                                                              | Engine Room Skylights               | Copper, or Y.M.              |
|-------------------------------------|------------------------------------------------------------------------|-------------------------------------|------------------------------|
| Planking of Decks                   | Ceiling                                                                | Coal Bunkers, Openings, Covers, &c. | (State if on Vell.)          |
| Stowings                            | Cement or Asphalt                                                      | Oil Bunkers                         | When fitted, Month Year      |
| Rings & Fastenings                  | Rudder                                                                 | Scuppers                            | Boats                        |
| Side Plating                        | Steering gear and its connections                                      | Cargo Hatchways                     | Masts, Yards, &c.            |
| " in way of sidelights              | Windlass                                                               | Hatches                             | Condition, how ascertained   |
| Frames                              | Have pumps been examined and found efficient?                          | Planking                            | (State if wedges removed)    |
| Longitudinals                       | Have Sluice Valves been examined and found efficient?                  | Caulking                            | Equipment letter             |
| Transverses                         | Have Watertight Doors been examined and found efficient?               | Treenails                           | Anchors, No. of              |
| Stems                               | Have Ventilators and their Coamings been examined and found efficient? | Breasthooks & Stemson               | Cables (State if now ranged) |
| Bottom Plating                      | Air and Sounding Pipes                                                 | Transoms, Pointers & Crutches       | " length mean diamr.         |
| the Tanks been examined internally? | Doubling Plates under Sounding Pipes                                   | Timbers of Frame at openings        | (on board)                   |
| the Tanks been tested?              |                                                                        | " " at other places                 | " Rule length size           |
|                                     |                                                                        | Stringers, Clamps & Shelves         | Chain Locker                 |
|                                     |                                                                        | Salting (State if examined.)        | Hawsers & Warps              |
|                                     |                                                                        |                                     | Standing and Running Rigging |
|                                     |                                                                        |                                     | Sails                        |

## General Observations, Opinion as to Class, Recommendation, &amp;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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to be continued as classed,  
being in seaworthy condition to proceed to Sunderland and to  
continue in her employment subject to permanent repairs being effected  
to owner convenience.

Fee (per Section 29) £ 4 7 0  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 1 1 0  
 Travelling Expenses (if chargeable) £ 1 1 0  
 Second Surveyor's Fee (if any) £ 1 1 0

Fees applied for, 19  
 Received by me, 19

R. Stewart  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

THURS. 16 JAN 1941

FRI. 21 MAR 1941

Deferred for  
2. No. 3 & 4 p.p.s.

Deferred  
(100A1 &c  
6.40 Bly)

Lloyd's Register  
 Foundation

K 96-0031



Damage Sustained continued.

The Starboard Lifeboat was holed on the Port side aft. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> strakes from garboard affected and floor board smashed. One Air Tank in above Lifeboat was 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 Eng. Berth. Port frame pierced by shrapnel through one bolt hole, and buckled and cracked, also plating surrounding slightly buckled. The Chief Engineer reported that the main feed check valve joint on the starboard boiler shell was leaking badly.

## Repairs Effected.

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

The Starboard lifeboat was repaired by wood timgled patches on the four damaged strokes for a distance of 2'6" long, and one floor board renewed. The Air Tank was removed, repaired by patching and replaced.

The Port After Lewis gun protection was repaired by fitting five 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 brongogene welded and refitted on board.

The Rocket cylinder was patched and Kite wires and connections repaired. Bolt was fitted to blimp Engr's. cabin port frame and made watertight. (CONTINUED BELOW)

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]

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

The Main Fuel Check Valve Chest was removed from Boiler, pad piece renewed, and rivetted and caulked to Boiler shell. This job had to be done twice as the first pad did not stand full pressure under test. (See Report Form 10 for full details.)

R. Stewart