

Historical Record of Captain C.H. Walcott's Maintenance & Dry-Docking Mandate under Alexander MacDougall

1. The Rigid Dry-Docking Schedule Established by MacDougall

Prior to his retirement in **1940**, General Manager Alexander MacDougall instituted a **strict and uncompromising dry-docking schedule** for the newly commissioned *MV Barima*. Recognizing that the heavy silt, aggressive river mud, and floating debris of British Guiana's coastal routes could rapidly deteriorate the ship's hull and underwater mechanics, MacDougall mandated that the vessel undergo scheduled, preventative dry-docking layout inspections rather than waiting for structural or engine failures to occur.

2. Captain C.H. Walcott's Diligent Execution of the Schedule

Upon succeeding to operational governance, **Captain C.H. Walcott** enforced this rigid maintenance blueprint with exceptional **diligence** and mechanical precision:

- **Enforcing the Maintenance Rotations:** Walcott treated MacDougall's dry-docking intervals as an absolute mandate, personally coordinating the removal of the *MV Barima* from active water service at the exact conclusion of its operational hours.
- **Thorough Underwater Overhauls:** Under Walcott's meticulous oversight during dry-dock periods, crews performed deep structural integrity assessments, scraping the hull clean of tropical buildup, examining the propeller shafts, and testing the propulsion systems against strict colonial maritime tolerances.
- **Preventative Operational Readiness:** This disciplined adherence to a fixed, rigid maintenance cycle directly shielded the vessel from early structural fatigue, ensuring that the *MV Barima* remained completely seaworthy and robustly prepared for the unforgiving North West District runs.