

NEW YORK APR 16 1941

(Received at London Office)

No. 7865

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th April, 1941 When handed in at Local Office 12th April, 1941 Port of Baltimore, Maryland
No. in Survey held at Baltimore, Maryland Date, First Survey Nov. 24, 1940 Last Survey 4th March 1941
Reg. Book. 86261 on the Wood, Iron or Steel S. S. "WESTPOOL" (No. of Visits 26)

TONNAGE:—
GROSS 5724 Built at Seattle, Washington By whom J.F. Duthie & Co. YEAR. MONTH.
UNDER DK. 5131 Owners British Ministry of Shipping When 1918 10
NET 3519 Managers Mungo Campbell and Co. Ltd. Owners' Address —
(if not already recorded in Appendix to Register Book).
Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Maryland D. D. Co. Destined Voyage —
Cell DBor DBa — feet; uE&B — feet; f — feet
total capacity — tons. FPT — tons; APT — tons; MT — tons.

N.B.—All alterations in the existing records of tanks should be underlined.
Last Report, No. 19882 Port N.Yk. 19882

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>2, 21</u> <u>+ 100 A1</u>	<u>—</u>

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 5 ins.

Was a damage report made by anyone else? if so, by whom? —
REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. 2nd No. 3 for reinstatement of class and reconditioning.

S.S. 2nd No. 3
Vessel placed in drydock, bottom and rudder cleaned, examined and recoated.
Holds peaks, tween decks, bunkers, engine and boiler spaces cleared, examined, scaled and coated where necessary.
All close ceiling, loose and fixed limber boards and cargo battens removed, oxidation removed and the steel surfaces recoated.
The shell was drilled as required for this survey, in three places on each side of the vessel in each strake, (see attached form), the plating in way of the sidelights was examined.
All tanks, including peak tanks examined internally, afterwards tested as per rule, ceiling and limbers relaid.

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	Good	Good	Good	Good	Good	Good	Good	Good
ing of Decks	"	Bulkheads	"	Engine Room Skylights	Good	Copper, or Y.M.	—	—
ings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Feet.)	—	—
is & Fastenings	"	Cement or Asphalt	Cement Good	Oil Bunkers	—	When fitted, Month	—	Year
de Plating	"	Rudder	"	Scuppers	Good	Boats	Good	—
.. in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"	—
es	"	Windlass	"	Hatches	"	Condition, how ascertained	Report herewith	—
se Frames	—	Have pumps been examined and found efficient?	Yes	Planking	—	(State if wedges removed.)	None fitted	—
itudinals	Good	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	2	—
verses	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	Anchors, No. of	3 B 1S	—
s	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Cables (State if now ranged)	Yes	—
ons	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	.. length 270 fms	mean diam 2 3/16	—
gers	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	—	(on board)	size 2 1/4	—
Bottom Plating	Good			" " at other places	—	.. Rule length 270 fms	—	—
the Tanks been examined internally	Yes			Stringers, Clamps & Shelves	—	Chain Locker	Good	—
the Tanks been tested?	Yes			Salting	—	Hawsers & Warps	"	—

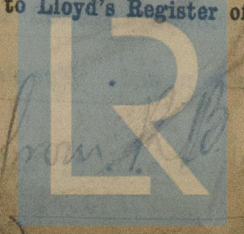
General Observations, Opinion as to Class, Recommendation, &c.:—
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the 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 being now in good and efficient condition appears worthy to be reinstated in class *100 A1 with record of survey Bal. 2.41 and have the notation S.S. Bal 2nd No.3 3.41

Fee (per Section 20) £110
Damage or Repair Fee (if any) £16
Landing Expenses (if chargeable) £
Rate & Sunday fees £
Surveyor's Fee (if any) £

To be charged in London
Fees applied for, April 12 1941
Received by me, Wm. C. Bowin

Committee's Minute
Character Assigned 100A1
S. S. BAL. 2ND NO. 3-3, 41.
T. MC-3, 41. T. S. 1, 41.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W136-0027 (1/2)

