

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th April, 41 When handed in at Local Office 12th April, 41 Port of Baltimore, Maryland
No. in Survey held at Baltimore, Maryland Date, First Survey Nov. 24, 1940 Last Survey 4th March 1941
Reg. Book. 8626 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. 1918 10
UNDER DK. 5131 Owners British Ministry of Shipping Owners' Address -
NET 3519 Managers Mungo Campbell and Co. Ltd. Port belonging to London
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Maryland D. D. Co. Destined Voyage -
Cell DB Bor DB Ba - feet; uE&B - feet; f - feet
total capacity - tons. FPT - tons; APT - 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. 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.

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

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, bunks, 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 Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Condition of Decks	Good	Good	Good	Good	Good	Good	When fitted, Month Year
Platings	"	Cement Good	Good	Good	Good	Good	Boats
Fastenings	"	Good	Good	Good	Good	Good	Masts, Yards, &c.
Plating in way of sidelights	"	Good	Good	Good	Good	Good	Condition, how ascertained Report herewith (State if wedges removed) None fitted
Frames	Good	Good	Good	Good	Good	Good	Equipment letter
Studs	Good	Good	Good	Good	Good	Good	Anchors, No. of <u>3 B 1S</u>
Reverses	Good	Good	Good	Good	Good	Good	Cables (State if now ranged) Yes
Beams	Good	Good	Good	Good	Good	Good	length <u>270 fms</u> mean diam. <u>3 3/16</u> (on board)
Transoms	Good	Good	Good	Good	Good	Good	Rule length <u>270 fms</u> size <u>2 1/4</u>
Timbers of Frame at openings	Good	Good	Good	Good	Good	Good	Chain Locker
Stringers, Clamps & Shelves	Good	Good	Good	Good	Good	Good	Hawsers & Warps
Salting (State if examined)	Good	Good	Good	Good	Good	Good	Standing and Running Rigging
	Good	Good	Good	Good	Good	Good	Sails

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

Fees (per Section 20) £110 To be charged in London April 12 1941
Damage or Repair Fee (if any) £16 Fees applied for, April 12 1941
Printing Expenses (if chargeable) £19.00 Received by me, G. Buchanan
Late & Sunday fees £20.00 Wm. C. Bowin
Surveyor's Fee (if any) £ Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 23 1941
Character Assigned 100A1
S.S. BAL. 2ND. NO. 3-3, 41.
T.L.M.C.-3, 41. T.S. 1, 41.
Lloyd's Register Foundation

S.S. "WESTPOOL"

(Cont'd)

Anchors and cables ranged and examined, also chain locker, decks, masts (no wedging), spars, rigging (see attached report) and general equipment, hatch coamings, covers supports and battening down gear, ventilators, casings, steering gear, telemotor, windlass, pumps, watertight doors, air and sounding pipes examined, all now satisfactory.

Particulars for freeboard assignment taken. A provisional freeboard certificate on the basis of the original certificate issued by the American Bureau of Shipping has been issued pending issuance of an International Load Line Certificate. The freeboard markings were verified.

REPAIRS EFFECTED

Shell. About 2000 scattered shell rivets renewed, 200 rivets renewed in Port and Starboard bilge keels. Plating scaled from stem to stern port and starboard side between deep and light load lines.

Rudder removed and scaled, all gudgeons rebored and bushings renewed, gudgeons reinforced with steel straps and all pintles renewed. 2 pintle eyes in rudder arms rebored.

Holds cleaned and recoated, approximately 30% spar ceiling renewed, tank tops and bilges cleaned and recoated. Tank top ceiling fitted (in way of hatches) and bilge ceiling renewed.

Tween decks cleaned, recoated and cargo battens reconditioned.

Fore Peak and Fore Peak space cleaned and recoated.

After peak space main deck renewed with exception of centre and marginal strakes, 10 bulkhead brackets, 30 beam knees, 7 p. and 7 s. reverse frames renewed.

After Peak Tank tunnel escape through this space renewed, swash bulkhead renewed. Gusset brackets, tie plates, access ladders, suction, filling and sounding pipes renewed. Tested and recoated.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate	Anchors*	WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collective Weight												
	Steam												
	Kedge												

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stability.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Owts.	qrs.	lbs.	Owts.					

All double bottom tanks scaled, cleaned and cement washed. All pipe lines repaired and tested.

Sounding pipes and striking plates reconditioned. No. 1 tank starboard vent pipe renewed. Fore

and After deep tanks cleaned tested and recoated. Filling pipes part renewed, sounding pipes

through tween decks renewed.

Engine and boiler spaces scaled and recoated.

Boat deck, several stringers and tie plates renewed and all wood sheathing renewed. Wheel and

Radio houses renewed in steel. Bridge deck renewed in way of after deckhouses. Poop deck 11

plates renewed. Freeboard deck centre strake forward of No.1 hatch doubled, one doubler 4 ft.

so. fitted s.s. of boiler room casing. Saddleback plating in way of hatch doubled.

Rpt. 9a.

Port of Baltimore, Maryland

Continuation of Report No. 7365 dated

12th April, 1941 on the

S.S. "WESTPOOL"

Sheet No. 2 - Hull

Casing coaming in way of saddleback renewed.

Masts examined, Fore and Main topmasts renewed, former mainmast abaft the funnel removed and opening-closed. All main shrouds and stays to both masts, kingposts and funnel renewed.

Ventilators coamings examined, all cowls reconditioned, new canvas covers and plugs fitted to all ventilators.

Funnel outer casing renewed.

Anchors and cables cleaned and coated, spare anchors freed, scaled and recoated. Chain locker cleaned, examined and recoated.

Scuppers cleaned, all soil pipes renewed, sanitary discharge valves overhauled. All scuppers freed and tested. Ash chute removed examined and reassembled.

All accommodation renovated.

Hatch covers on weather decks renewed, hatch batten bars reconditioned, beams faired and refitted.

No. 4 hatch coaming stiffener renewed s.s. and part renewed p.s. Coaming brackets renewed on after side of No. 4 Hatch.

New tow line and stream wire hawsers as per rule with hawsers supplied, certificates examined.

All watertight doors overhauled and operating gear reconditioned, doors tested and proven tight.

Steering gear reconditioned, engine overhauled and adjusted, telemotor washed, tested and recharged.

Windlass overhauled, brake drums machined and linings renewed.

All deck machinery reconditioned.

Side-lights overhauled, deadlights renewed as necessary.

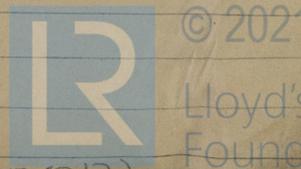
Crowsnest fitted on foremast. Eight new steel 5-ton derricks and two new steel three ton derricks, all running gear refitted of new material. All 3 and 5 ton derricks and gear tested to 50% in excess of S.W.L.. One 30 ton derrick with new running gear tested with equivalent load of 35 tons. All found satisfactory.

Lifeboats davits overhauled, gear renewed, four new metal lifeboats and equipment supplied, all examined and tested as required.

Telegraphs overhauled and telephones renewed.

The vessel was fitted with De Gaussing system and defense equipment supplied.

A number of minor repairs effected.



W136-0027(212)