

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office.)

13 JUN 1941

Date of writing Report 12th April, 1941 When handed in at Local Office 12th April, 1941 Port of Baltimore, Maryland

No. in Reg. Book 86260 Survey held at Baltimore, Maryland Date, First Survey 29th Nov. 1940 Last Survey 8th March, 1941
on the Machinery of the ~~Wood~~ Steel S.S. "WESTPOOL" (No. of Visits 14)

Tonnage { Gross 5724
Net 3519 Vessel built at Seattle, Washington By whom J.F. Duthie & Co. Year. Month. When 1918 10
Engines made at Los Angeles By whom Llewellyn Iron Works When 1918
Nominal Horse Power 601 NHP Boilers, when made (Main) (Donkey)
No. of Main Boilers - Owners British Ministry of Shipping Owners' Address -
No. of Donkey Boilers - Managers Mungo Campbell & Co. Ltd. Port London Voyage -
Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock -
in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) * LMC

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined -

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler P.C.S. 26th Jan. 1941 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No. If so, state reasons -
Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 22 Jan. 1941 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft rewooded

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Special Periodical Survey of Main Boilers

Main Boilers examined throughout with all mountings.

Safety valves adjusted under steam to working pressure (210 lbs).

Repairs effected.

All three main boilers scaled and cleaned internally and externally. All mountings removed from boilers and shell studs renewed. All plain tubes renewed in Port Boiler with steel seamless tubes tested to Rule Requirements. 20 stay bolts and 9 stay tubes renewed scattered through the 3 boilers. Minor repairs to mountings. Manhole doors refitted. All three boilers tested hydrostatically to 260 lbs. found satisfactory and all insulation renewed.

P T O

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9.11, E.&M.S. 9.11, * L.M.C. 9.11, or * L.M.C. 140 lb., F.D., &c.)

Machinery eligible in my opinion to be reinstated in class, and it recommended

that the record of * L.M.C. (including boilers) 3.41 and T.S. (CL) 1.41 be made in the Register Book in the case of this vessel.

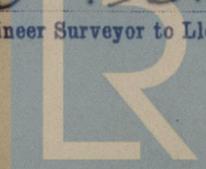
Survey Fee (per Section 29) £42
Special Damage or Repair Fee (if any) (per Section 29) £9
Travelling expenses (if chargeable) £13.50
To be charged in London April 12, 1941
Received by me, Wm. B. Cowin

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK APR 23 1941

Assigned * L.M.C. - 3, 41. T.S. 1, 41.



Lloyd's Register Foundation

W136-0032 (112)

Insert Character of Ship and Machinery precisely as in the Register Book

S.S. "WESTPOOL"

Mach. (Cont'd)

Machinery Survey (SS 2nd No.3)

Main Engines opened, cylinders, valve chests, piston valves, piston and connecting rods, valve spindles and gear, crossheads bearings and guides, crankshaft and bearings, attached air and bilge pumps, independent circulating, ballast, feed and general service with pumping arrangements examined and now satisfactory. Steering and Windlass engines opened and examined throughout. Main Condenser examined and tested. All steam pipes tested to Rule Requirements. Electrical Equipment tested and found satisfactory.

With vessel on drydock, propeller removed, blades refitted and pitched, tailshaft drawn examined with stern bush and fastenings, stern bush rewooded, all reinstated in good order.

All sea valves opened, cleaned and examined, valves ground stems repacked, chests re-coated, gratings removed, cleaned and refitted. Auxiliary Condenser overboard valve renewed.

Repairs effected

All cylinders opened, all parts cleared, repaired as necessary and all assembled in good order and the machinery given 8 hours continuous dock trial and found satisfactory.

Spare H.P. M.P. and L.P. piston rings supplied. H.P. piston valve rings renewed. H.P. eccentric sheaves renewed, straps remetalled. M.P. valve spindle reconditioned, H.P. valve gear quadrant machined, tumbler block reconditioned. Stop valve lid renewed. Crankshaft lifted, bearings and shaft examined. Alignment checked, all reassembled in good order.

Crosshead bearings, guides and all crankshaft bearings examined and adjusted.

Thrust shaft and block lifted, angle bar on s.s. of sole plate renewed, about 50 rivets renewed. Thrust shaft collars machined, all (9) thrust collars remetalled. Collar adjusting screws threads recut and nuts renewed, all holding down bolts and 7 coupling bolts renewed.

Air pump cylinder bottom cover renewed.

Bilge pumps' rams reconditioned, suction and delivery valves renewed. Pumps' barrels cropped and part renewed.

Main Circulating pump impeller casing renewed, piston valve chest rebored and valve renewed.

Feed pumps suction and delivery valves renewed.

Ballast pump steam piston rings renewed, suction and delivery valves renewed.

General Service pump, piston rod, rings, 8 suction valves and seats renewed.

Pumping arrangements reconditioned, valves machined and seats renewed, Stokehold bilge suction pipes renewed all lines tested. Nos. 1, 2, and 3 d.b. tank ballast line renewed.

Electrical Equipment. All lighting circuits renewed, all instruments, switches and connections reconditioned. Both generators' armature and field coil windings renewed. Engines' cylinders bored and fitted with liners, bearings adjusted. Fan Engines Cylinders and valve chest rebored, new pistons, rings and valves fitted. Main Condenser tube plates rejoined, stays and tubes renewed.

Auxiliary Condenser. Tube sheets rejoined, a section of casing renewed, all tubes renewed, tested and closed in good order. Evaporator overhauled.

Steering engine piston rings and valve spindles renewed.

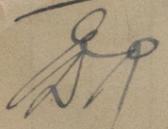
Windlass piston rings, crosshead pins and bushes, also intermediate shaft renewed.

All winches and telegraphs reconditioned.

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Noted.

2104 (F.D.)
35A 9c 45189
MS9217. Cl.



20/6/41

