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Condition Survey

Lloyd's Register of Shipping.

96

Port

PHILADELPHIA, PA.

17th June, 1940.



CLASSIFIED - L. R.

CLASSIFIED -

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This is to Certify that

J. V. G. MALCOLMSON

the undersigned Surveyor to this Society did at the request of the British Ministry of Shipping Representative in the U.S.A. survey the steel screw steamer "WEST CANTON", 5611 tons gross register of New York, for the purpose of ascertaining her general condition.

The vessel was examined on the 16th June, 1940, while lying afloat at Pier C, Port Richmond, Philadelphia, on completion of discharging of cargo.

The Holds, Decks and tween decks were examined and the steel work found in good condition. All spar ceiling in way is in good condition. The wood linbers were lifted and all bilges in way of strums require to be cleaned.

The peak spaces, and poop which accomodates the crew, bridge and forecastle spaces and Officers' accommodation were examined and found in good condition. Accommodation is available for twelve passengers.

None of the double bottoms or peak tanks were opened; these are at present stored with fuel oil and water for the vessel's use.

The fiddle top, masts, rigging, booms, hatches, ventilators, etc. were examined and found good. The steering gear and windlass were operated and found in good condition.

There are five anchors (3 Bowers, one stream and one kedge) and it is stated that the full complement of chain cable is on board, viz., -270 fathoms of 2-1/4" diameter.

There are ten winches on deck, operating two cargo booms to each hatchway and one heavy steel boom situated on the after side of the foremast which is stated to have a safe working load of 30 tons. There are four lifeboats of 27 persons capacity each, 2 of which are new, and a radio room on the Boat Deck with two transmitting sets.

There is a 1-1/2 ton capacity Brunswick Refrigerating machine with approximately 1400 cubic feet cold storage space for the vessel's own use.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

1. 3. FIRST CANTON

The Engine room, Boiler room and Tunnel were examined and all found clean and kept in excellent condition, as were the Tank tops and Bilges in these spaces. The three Scotch Marine boilers (oil-fired) appear well kept and in good condition, the last survey was held February, 1939.

A spare tail shaft is stowed in the after tunnel recess and a spare built-up propeller with hub and four new bronze blades, is stowed in No. 5 tween decks and two additional spare blades are stowed on the poop bulkhead.

The vessel is fitted for the burning of oil fuel and her average speed for the past year was 10.10 knots on a consumption of 144 barrels per day, loaded.

The Main Engines are Triple Expansion and develop approximately 2600 I.H.P.

Dynamos. Two of 15 K.W. Makers: General Electric Company

The vessel is classed with the American Bureau of Shipping and her Second Special Survey No. 2 was completed in February, 1939, at Baltimore.

The vessel's Load Line Certificate is in force till the 21st February, 1944 *Fhd*

The last dry docking of the vessel was in October, 1939, at New York, and the tailshaft was last examined in June, 1938

Some of the leading particulars of the vessel are as follows:-

Built in 1919 by S. Western S. B. Co., San Pedro, Cal.

Length - 410.5 feet

Breadth - 54.3 feet

Depth - 27.2 feet

Total fuel oil capacity 12200 approximately (barrels)

Total Grain capacity 446471 cubic feet.

Total Bale capacity 495000 cubic feet.

Outstanding Repairs: On inquiry it was stated that no outstanding repairs were on the voyage repair list. A fractured frame, however, was noted in No. 2 Hold, Starboard side, FIRST frame from forward bulkhead. This was stated to have been caused by heavy weather and it is intended to deal with same when the vessel dry docks in New York to which port she is proceeding from here in ballast.

The L.P. Cylinder was bored and fitted with a new piston rod and rings in March, 1940. The H.P. Cylinder was bored and fitted with a new liner and piston rod in February, 1939.

Firebars, and grates, etc. are on board and stowed in the Tween deck bunkers.

In my opinion, the vessel's Hull, Equipment, Boilers and Machinery, as far as could be seen, are in a satisfactory condition.

J. V. Makolue

Surveyor to Lloyd's Register
of Shipping

over JUL 20



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Lloyd's Register
Foundation

W30-0142 (214)

The engine room, boiler room and funnel were examined and all found clean and kept in excellent condition, as were the tank tops and bilges in these spaces. The three bottom marine bellows (left-hand) appear well kept and in good condition, the last survey was held February, 1939.

A spare tail shaft is stowed in the after funnel recess and a spare built-up propeller with hub and four new bronze blades, is stowed in No. 3 tween decks and two additional spare blades are stowed on the poop bulkhead.

The vessel is fitted for the burning of oil fuel and her average speed for the past year was 10.10 knots on a consumption of 144 barrels per day, loaded.

The Main Engines are Triple Expansion and develop approximately 2600 I.H.P.

Dynamometer. Two of 15 H.P. Makers: General Electric Company. The vessel is classed with the American Bureau of Shipping and her Second Special Survey No. 2 was completed in February, 1939, at Baltimore.

The vessel's Load Line Certificate is in force till the 31st February, 1944.

The last dry docking of the vessel was in October, 1939, at New York, and the hulls were last examined in June, 1939.

Some of the leading particulars of the vessel are as follows:-

Built in 1919 by S. Western S. S. Co., San Pedro, Cal.

Length	410.8 feet
Breadth	34.8 feet
Depth	27.8 feet

Total fuel oil capacity 12200 approximately (barrels)
Total grain capacity 44647 cubic feet.
Total bale capacity 493000 cubic feet.

Outstanding Repairs: On inquiry it was stated that no outstanding repairs were on the voyage repair list. A fractured frame, however, was noted in No. 2 hold, starboard side, first frame from forward bulkhead. This was stated to have been caused by heavy weather and it is intended to deal with same when the vessel dry docks in New York to which port she is proceeding from here in ballast.

The I.P. Cylinder was bored and fitted with a new piston rod and rings in March, 1940. The H.P. Cylinder was bored and fitted with a new liner and piston rod in February, 1939.

Pistons, and grates, etc. are on board and stowed in the tween deck bunkers.

In my opinion, the vessel's Hull, Equipment, Boilers and Machinery, as far as could be seen, are in a satisfactory condition.

Referred to the Chief Engineer Surveyor,
and the Chief Engineer Surveyor.

also for Mr. Sladden to note.

[Handwritten signatures and initials]

15 JUL 1940

W30-0145 (215)