

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

(Received at London Office

14 APR 1934

Date of writing Report 11 April 1934 when handed in at Local Office 12-4-1934 Port of West Hartlepool

No. in Survey held at West Hartlepool Date, First Survey 19 Mar Last Survey 10 Apr 1924
(No. of Visits 13)

8001 on the Machinery of the Wood, Iron or Steel Sc "WILLOWPOOL"

Gross Tonnage 48 15 Vessel built at Stockton By whom Robner & Co (Stockton) Ltd When 1925
Net Tonnage 29 48 Engines made at do By whom Blair & Co Ltd When 1925

Nominal Horse Power 434 Boilers, when made (Main) 1925 (Donkey) 1925
No. of Main Boilers 3 SA Owners Pool Shipping Co Ltd

No. of Donkey Boilers one Managers Central Owners' Address Port West Hartlepool Voyage do

Steam Pressure in Main Boilers 180 lb Surveyed Afloat in Dry Dock Central
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assessed, now or then expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 10,33		+LMC 11,33
ss Spl No 2-33		TS. CL 10,33

Particulars of Examination and Repairs (if any) Docking & Alterations

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

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

as 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? no

Do "Donkey" Boilers not prepared for Survey. no

Why was this not done, state for what reasons? Boilers not prepared for Survey

What parts of the Boilers could not be thus thoroughly examined?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 180 lb

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? and of the Donkey Boiler?

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

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

Is screw shaft now been drawn and examined? no 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? no

Is shaft now been changed? no If so, state reasons

Is 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/32"

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

Docking: Vessel placed in dry dock, propeller, outer end of screw shaft and outside fastenings of sea connections examined and found in good order.

Alterations: A new High Pressure steam cylinder, diameter 25 1/2", having independent steam and exhaust valves fitted to the main engines. The new cylinder was examined during machining, in a finished condition and whilst subjected to hydraulic test pressure of 250 lbs per square inch. The cylinder being, so far as can be ascertained, sound & free from defects. The Intermediate Pressure steam cylinder, fitted with a suitable liner and the diameter of the cylinder reduced to 40". High Pressure piston rod renewed. Smoke pipe superheaters fitted to the three main boilers. The necessary additional steel steam pipes, existing main steam pipes, new cast iron and cast steel valve bodies, tees & junctions examined & tested in accordance with Rules requirements. Upon completion the main engines & superheaters examined under working conditions & found satisfactory. Main boiler safety valves adjusted under steam as stated above.

General Observations, Opinion, and Recommendation: This vessel's Engines & Boilers are now, so far as seen, in good condition and eligible in my opinion to be continued as classed in the Register Book.

(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, S.S. 9, 11, E. & H.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.B., &c.)

Survey Fee (per Section 25) Alterations 23.00 Fees applied for 13-4-1934

Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 11.5.1934

Travelling Expenses (if chargeable) £

Committee's Minute TUE 24 APR 1934

Assigned As now

S. Brooke Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation