

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

Date of writing Report 1 NOV 1940 When handed in at Local Office 1 NOV 1940 (Received at London Office NOV 4 1940) Port of HULL

No. in Reg. Book 66151 Survey held at Hull Date, First Survey 14.9.40 Last Survey 16.10.1940  
on the Machinery of the Wood, Iron or Steel K. WINDSOR (No. of Visits 4)

Tonnage { Gross 222 Vessel built at Selby By whom Bochmans & Sons, Ltd. Year 1916 Month 10  
Net 97 Engines made at Hull By whom B. D. Holmes & Co. Ltd When 1916 Month 10

Nominal Horse Power 66 R.H.P. Boilers, when made (Main) 1916 (Donkey) -  
No. of Main Boilers One Owners Queen Steam Fishing Co. Ltd Owners' Address -  
No. of Donkey Boilers nil Managers - (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 180 lb Port - Voyage -

If Surveyed Afloat or in Dry Dock 3<sup>rd</sup> Andrew Pl. Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 21231 Port Guis  
Particulars of Examination and Repairs (if any) Boiler Repairs

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned for new or altered	Machinery and Boiler Surveys (including date of N.B., if any).
*100A.1. 574		*LMC 4-37
TAWLER. 6.40		B.S. 6.40
S.S.G.M.S. N°3-5.29		T.S. cc. 6.38
S.S.G.M.S. N°2-37		

(Periodical Surveys, when held, must be reported in detail and serialim 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 1<sup>st</sup> Oct, 15<sup>th</sup> Oct, 1940 Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? not adjusted

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 Boilers? -

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

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

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - 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 - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft - Is electric light and/or power fitted? -

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

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

Now done  
Both plain furnaces removed, two new non-withdrawable plain furnaces fitted. To enable furnaces to be fitted the upper portion of the throats were cut, and afterwards electrically welded.  
Boiler examined internally before and after fitting furnaces, and on completion of repairs boiler was tested satisfactorily. The workmanship appears satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, without fresh record of survey, and without further restriction.

Survey Fee (per Section 29) £ : : Fees applied for  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ : :  
Received by me, John Douglas A. Blair, Junr. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 12 NOV 1940  
Assigned As now  
Lloyd's Register Foundation  
W1170-0249

Limit Images renewed

If its submission that  
this vessel is eligible to  
remain as CLASSED.

Delete Limit

*[Handwritten signature]*

8/11/40

*[Faint handwritten text, possibly "John D. ..."]*

*[Faint handwritten text, possibly "The vessel ..."]*

*[Large green handwritten mark, possibly "RENEWED"]*



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