

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

22 JAN 1941

(Received at London Office)

JAN 24 1941

Date of writing Report

When handed in at Local Office

19

Port of

No. in Reg. Book. 66027 Survey held at Hull Date First Survey 24.12.40 Last Survey 16.1.1941
 on the Machinery of the ~~Wood Iron~~ Steel K. "WHINNYFOLD" (No. of Visits 9)

Tonnage { Gross 210 Vessel built at Hull By whom Earle's Co. Ltd When 1908 7
 Net 80 Engines made at Hull By whom Amos & Smith Ltd When 1908 7
 Nominal Horse Power 47 AHP. Boilers, when made (Main) 1908 (Donkey)
 No. of Main Boilers One Owners Hellyer Bros. Ltd Owners' Address as Register Book.
 No. of Donkey Boilers 1 (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200lb Port Hull Voyage
 in Donkey Boilers 1 If Surveyed Afloat & in Dry Dock L.N.E.R. SHIPWAY
 (State name of Dock.) S^t ANDREWS D.K.

Last Report No. Port

Particulars of Examination and Repairs (if any) Re-classification

(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?

" " Donkey " " "

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. 30-12-40

Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 200lbs

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 the screw shaft now been drawn and examined?

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? no

Has shaft now been changed?

If so, state reasons. corroded at taper end of liner, (to re-examine).

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? no

State date of examination of Screw Shaft. 28-12-40

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. close fit

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted yes

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

Now done.

Vessel placed on slipway. Tailshaft drawn, and spare tailshaft fitted (see see abd. rpt).
 Sea connections opened and examined, together with outside fastenings, propeller and sternbush, all found or placed in good order.

Main and auxiliary machinery opened, and an examination made of the main engine cylinders, pistons, valves, chests, rods, crank, main and bottom end bearings, Thrust shaft, block and shoes, main condenser, main and auxiliary pumps.

General Observations, Opinion, and Recommendation:—

The machinery of this

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

vessel so far as now seen is in efficient condition, and eligible in my opinion to have record of * L.M.C. 1-40

Survey Fee (per Section 29) L.M.C. £4:0:0 Fees applied for
 Special Damage or Repair Fee (if any) £: :
 Travelling expenses (if chargeable) £: :
 Received by me, 19

Committee's Minute

Assigned

+ Lmb 1.41

7 MAR 1941

John Douglas © 2020
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

K" WHINNYFOLD.

and pumping arrangements, dynamo and electrical installation, steering gear and windlass, and the above found or placed in good order.

Main steam pipes examined after annealing, and tested hydraulically to 400 lbs/sq. in.

Main and auxiliary machinery, steering gear and windlass examined under working conditions, and found in good order.

Dynamo governor tested and found satisfactory.

Repairs effected

Sternbush rewooded.

H.P. & I.P. piston rods, and L.P. valve spindle renewed.

L.P. piston rod, H.P. & I.P. valve spindles machined.

Metallic packing fitted throughout.

Engine stop valve body renewed.

Air and circulating pump liners renewed, buckets renewed.

Feed and bilge rams skimmed, neck and gland bushes renewed.

Aux. feed pump renewed.

Generator replaced by B.K.W. generator, (from stock, second-hand), all main wiring renewed.

All copper pipes annealed and relagged.

Three boiler tubes renewed. (Two removed for access to one stopper ~~tube~~.)

Thrust shoes reinstalled.

New B.I. propeller fitted.

A number of minor repairs effected.

JP.

Reclassing.
I. A. examined throughout.
Shaft, propeller, 2 main piston
rods and a valve spindle
renewed & minor repairs.

It is submitted that
this vessel is eligible for
THE RECORD. Value 1.41
200 lb (S) SN 12-40 cl.

It is concluded the
hunnery satisfies
himself that his cap-
tivities are those
originally fitted
in the vessel but
he should
confirm this.

59
4/27/41

K MINYORD.

I have been very much interested in
 the progress of the work since we
 left London. I hope you are all well.
 I am very fond of you all and
 hope to see you soon. I am
 your affectionate father,
 John Lubbock

be bare effect