

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

22 JAN 1941

(Received at London Office)

JAN 24 1941

Date of writing Report 19 When handed in at Local Office 19 Port of HULL

No. in Reg. Book. Survey held at Hull Date. First Survey 24.12.40 Last Survey 16.1.1941 (No. of Visits 9)

66027 on the Machinery of the ~~Wood Iron~~ Steel K. WHINNYFOLD
Tonnage { Gross 210 Net 80 Vessel built at Hull By whom Earle's Co. Ltd When 1908 7
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. (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Hull Voyage
Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat & in Dry Dock L.N.E.R. SHIPWAY (State name of Dock.) S^t ANDREWS D.K.
in Donkey Boilers

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.)

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* ... 6-39 STM TRAWLER		*
B.S. Hull 2nd No. 3-9, 31		
B.S. Hull No. 1-35		

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? yes

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? yes To what pressure were they afterwards adjusted under steam? 200 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 the 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? no

Has shaft now been changed? yes If so, state reasons. corroded at taper end of liner, (to re-examine).

Has the shaft now fitted been previously used? no Has it a continuous liner? yes 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? 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

Now done.

Vessel placed on slipway. Tailshaft drawn, and spare tailshaft fitted (see abt. 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 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 22 JAN 1941
Special Damage or Repair Fee (if any) (per Section 29) £ : :
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute 7 MAR 1941

Assigned + L.M.C. 1.41

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



Lloyd's Register Foundation

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

Is a Certificate required? If so, to be sent to

W37-0087012

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".

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

Stem bush renewed.

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

h.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 ~~rod~~)

Thrust shoes reinstalled.

New b. l. propeller fitted.

a number of minor repairs effected.

gp.

Reclassing

It is 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, Volume 1-41
200th (S) SN 12-40 cl.

It is concluded the
surveyor satisfied
himself that the engine
& boiler were those
originally fitted
in the vessel but
he should
confirm this.

SA
19/1/41

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