

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

(Received at London Office 28 MAY 1941)

Date of writing Report 24th May 1941 When handed in at Local Office 24th May 1941 Port of Belfast
 No. in Survey held at Belfast Date First Survey & Last Survey 14th May 1941
 4727 on the Machinery of the ~~Wood, Iron or Steel~~ Twin Sc. Tug "T.H. WATERMEYER" No. of Visits 1
 Tonnage { Gross 620 Vessel built at Glasgow By whom A. & J. Inglis When 1939-10
 Net - Engines made at Renfrew By whom Dobnity & Co. When 1939
 Nominal Horse Power 397 Boilers, when made (Main) 1939 (Donkey) ✓
 No. of Main Boilers 4 Owners Union Govt. of S. Africa Owners' Address (if not already recorded in Appendix to Register Book)
 No. of Donkey Boilers 1 Managers Rail & Harb. Admin. E. London Port E. London Voyage ✓
 Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock Alexandra Dry Dk. (State name of Dock.)
 No. of Donkey Boilers ✓

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Docking

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? ✓

Do the same for Donkey Boilers? ✓

If this was not done, state for what reasons ✓

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? ✓

State latest date of internal examination of each boiler. ✓ 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? ✓

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? 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 Not obtainable

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted ✓

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: Vessel placed in dry dock. Propellers and outside fastenings examined and found in order.

General Observations, Opinion, and Recommendation:—

(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.)

The machinery of this vessel, as you seen, is in good condition and eligible in my opinion to remain as classed without fresh record of survey.

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|--|---|-------|------------------|---------|
| Survey Fee (per Section 29)..... | £ | _____ | Fees applied for | 19..... |
| Special Damage or Repair Fee (if any)..... | £ | _____ | Received by me, | 19..... |
| Travelling expenses (if chargeable)..... | £ | _____ | | |

Committee's Minute FRI. 6 JUN 1941
 Assigned As now

John McFee
 Engineer Surveyor to Lloyd's Register of Shipping.



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

It is submitted that
his vessel is eligible to
be made as **CLOSED**.

JP

4/6/41



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Foundation