

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office NOV 1 1939

Date of Writing Report 19 When handed in at Local Office 30:10:1939 Port of GLASGOW

No. in Survey held at RENFREW Date, First Survey 5th Oct 1938 Last Survey 19th Oct 1939

Reg. Book. on the TWIN SC. TUG "T. H. WATERMEYER" (Number of Visits 51)

Built at GLASGOW By whom built A + J. INGLIS, LTD. Yard No. 1021 Tons { Gross 620 Net ✓

Engines made at RENFREW By whom made LOBNITZ & CO. LD. Engine No. 1013 When built 1939

Boilers made at GLASGOW By whom made BARCLAY CURLEY & CO. Boiler No. 38/11 When made 1939

Registered Horse Power — Owners UNION GOVT. OF SOUTH AFRICA Port belonging to EAST LONDON

Nom. Horse Power as per Rule 397 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended TOWING PURPOSES

Engines, &c.—Description of Engines TW. SC. TRIPLE EXPANSION Revs. per minute 120

Dia. of Cylinders 17"-29"-48" Length of Stroke 30" No. of Cylinders 6 No. of Cranks 6

Crank shaft, dia. of journals as per Rule 9.06" as fitted 9 1/2" Crank pin dia. 9 1/2" Crank webs Mid. length breadth 1'-6 1/4" Thickness parallel to axis 6 1/4" Mid. length thickness 6 1/4" Thickness around eye-hole 4 1/4"

Intermediate Shafts, diameter as per Rule — as fitted — Thrust shaft, diameter at collars as per Rule 9.06" as fitted 9 3/4"

Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 10.08" as fitted 10 9/16" Is the { tube } shaft fitted with a continuous liner { NO }

Bronze Liners, thickness in way of bushes as per Rule — as fitted — Thickness between bushes as fitted — Is the after end of the liner made watertight in the propeller boss — If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner —

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive —

If two liners are fitted, is the shaft lapped or protected between the liners — Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft YES If so, state type "VISTA" Length of Bearing in Stern Bush next to and supporting propeller 3'-10"

Propeller, dia. 12' Pitch 12'-7" No. of Blades 4 Material BRONZE whether Moveable YES Total Developed Surface 55 sq. feet

Feed Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work —

Bilge Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work —

Feed Pumps { No. and size 2-8" x 10 1/2" x 22" Pumps connected to the { No. and size 1-6" x 6" x 6" 1-MERRYWEATHER FIRE PUMP 1200 Gals/min. How driven STEAM Main Bilge Line How driven STEAM

Ballast Pumps, No. and size 1-10" x 7" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size —

Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 1 IN ER & 2 IN BR 2" BORE In Holds, &c. 1-2" IN HOLD 2-2" IN BUNKERS

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, 1-2 1/2" BILGE EXTRACTOR IN E.R. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

No. and size 2-2 1/2" Do - Do - B.R. Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks BOTH

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Overboard Discharges above or below the deep water line BOTH

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel YES Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

What Pipes pass through the bunkers BILGE & BALLAST MAINS How are they protected STEEL PLATES

What pipes pass through the deep tanks — Have they been tested as per Rule —

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another YES Is the Shaft Tunnel watertight — Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7508 sq. ft.

Is Forced Draft fitted NO No. and Description of Boilers 4-SE MULTITUBULAR Working Pressure 200 LBS/SQ"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? —

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting REPEAT Main Boilers YES Auxiliary Boilers — Donkey Boilers —

(If not state date of approval)

Superheaters — General Pumping Arrangements YES Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied One crank section to suit either port or std. engine.

2 Propeller shafts & 2 Propellers.

The foregoing is a correct description.

FOR LOBNITZ & CO., LTD.

W. R. Redgood

Manufacturer.

Director

007553-007562-0325

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Lloyd's Register
Foundation

1938 Oct.: 5. 21 Nov.: 8. 25 (1939) Jan.: 10. 23. 26. 30 Feb.: 3. 13. 17. 23 Mar.: 1. 10. 1
During progress of work in shops - - - 22. 24. 29 Apr.: 3. 11. 14 May.: 2. 18. 24. 26. 31 June.: 2. 9. 14. 16. 21. 26. 28 July.: 6. 7. 11. 26. 29
Dates of Survey while building During erection on board vessel - - - 1939 Apr.: 21 May.: 23 June.: 6. 29 July.: 6 Aug.: 17 Oct.: 2. 3. 17. 19
Total No. of visits 51

Dates of Examination of principal parts—Cylinders 24-3-39: 28-6-39 Slides 24-3-39 Covers 29-3-39: 14-4-39
Pistons 24-3-39 28-6-39 Piston Rods 10-3-39 28-6-39 Connecting rods 10-3-39 7-7-39
Crank shaft 15-3-39 21-6-39 Thrust shaft 15-5-39 28-6-39 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 15-5-39 28-6-39 Propeller 28-6-39
Stern tube 2-6-39 Engine and boiler seatings 25-5-39 Engines holding down bolts 11-8-39
Completion of fitting sea connections 23-5-39
Completion of pumping arrangements 3-10-39 Boilers fixed 11-8-39 Engines tried under steam 17-10-39
Main boiler safety valves adjusted 2-10-39 Thickness of adjusting washers PORT FORD 3/8" 5. STBD FORD 1 1/2" 6.10
" AFT 3/8" 1 1/2" " AFT 1 1/2" 6.10
Crank shaft material S.M. STEEL Identification Mark 8878ATB Thrust shaft material S.M. STEEL Identification Mark 8878ATB
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S.M. STEEL Identification Mark 8878ATB Steam Pipes, material STEEL Test pressure 600 LBS Date of Test 8-9-39
Is an installation fitted for burning oil fuel NO Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
Is this machinery duplicate of a previous case YES If so, state name of vessel "THEODOR WOKER" GLS. REG.

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans and the materials and workmanship are good. It has been satisfactorily installed in the vessel, tested under working conditions at full load and found to be efficient and, in my opinion, is eligible to be classed in the Register Book with record + LMC 10-39 and notation 09

RB
30/10/39

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ 5 : - :
3/5 Special ... £ 50 : 14/6
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 31 OCT 1939
When received, 4/12/39 RB

Committee's Minute GLASGOW 31 OCT 1939
Assigned - LMC 10.39

Engine Surveyor to Lloyd's Register of Shipping.