

Port of *Rotterdam*

Received at London Office

TUES. 18 JUN 1907

No. in Survey held at *Rotterdam* Date, first Survey *22 Dec. 06* Last Survey *11 June 1907*  
Reg. Book. on the *Steel Screw tug, Thames* (Number of Visits *29*) Tons { Gross *383.43*  
Net *2.65*  
Master *C. Post* Built at *Rotterdam* By whom built *Ryke & Co.* When built  
Engines made at *Hull* By whom made *Earle's Coy Lim.* when made *1890*  
Boilers made at *Rotterdam* By whom made *Wilton's Eng. & Shipway Co.* when made *1907*.  
Registered Horse Power *180* Owners *Internationale Sleepdient Maatschappij* Port belonging to *Rotterdam*  
Nom. Horse Power as per Section 28 *141* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*

ENGINES, &c.—Description of Engines *Inverted Triple* No. of Cylinders *3* No. of Cranks *3*  
Dia. of Cylinders *18 1/8", 30" & 54"* Length of Stroke *33"* Revs. per minute *85* Dia. of Screw shaft *10 1/2"* Material of *Iron*  
Is the screw shaft fitted with a continuous liner the whole length of the stern tube *no* Is the after end of the liner made water tight  
in the propeller boss *yes* If the liner is in more than one length are the joints burned *no* 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 *no* If two  
liners are fitted, is the shaft lapped or protected between the liners *yes* Length of stern bush *42"*  
Dia. of Tunnel shaft *9 3/16"* Dia. of Crank shaft journals *9 21/32"* Dia. of Crank pin *10"* Size of Crank webs *11 1/8" x 6 1/2"* Dia. of thrust shaft under  
collars *10 1/4"* Dia. of screw *11" - 6"* Pitch of Screw *14" - 10"* No. of Blades *4* State whether moveable *no* Total surface *49.5 sq ft*  
No. of Feed pumps *2* Diameter of ditto *2 1/2"* Stroke *21"* Can one be overhauled while the other is at work *yes*  
No. of Bilge pumps *2* Diameter of ditto *3 1/4"* Stroke *21"* Can one be overhauled while the other is at work *yes*  
No. of Donkey Engines *1 F, 1 Bell* Sizes of Pumps *F 7 1/2" x 4 1/2" x 6, B 7 1/2" x 6" x 6* No. and size of Suctions connected to both Bilge and Donkey pumps  
In Engine Room *two 2" Boilerspace; two 2" Engine room* In Holds, &c. *hand pump in fore compartment*  
as approved.  
No. of Bilge Injections *1* sizes *5 1/2"* Connected to condenser, or to circulating pump *yes* Is a separate Donkey Suction fitted in Engine room & size *4" - 2"*  
Are all the bilge suction pipes fitted with roses *yes* Are the roses in Engine room always accessible *yes* Are the sluices on Engine room bulkheads always accessible *yes*  
Are all connections with the sea direct on the skin of the ship *yes* Are they 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 Discharge Pipes above or below the deep water line *above*  
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 are carried through the bunkers *none* How are they protected *yes*  
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*  
Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges *yes*  
Dates of examination of completion of fitting of Sea Connections *20 April* of Stern Tube *20 April* Screw shaft and Propeller *20 April*  
Is the Screw Shaft Tunnel watertight *yes* Is it fitted with a watertight door *yes* worked from *yes*

BOILERS, &c.—(Letter for record *S.*) Manufacturers of Steel *Schulz, Knaudt, Lancashire Steel Co.*  
Total Heating Surface of Boilers *2704* Is Forced Draft fitted *no* No. and Description of Boilers *2 single ended Marine*  
Working Pressure *185 lbs* Tested by hydraulic pressure to *370 lbs* Date of test *27 June* No. of Certificate *244*  
Can each boiler be worked separately *yes* Area of fire grate in each boiler *42.5 sq. ft.* No. and Description of Safety Valves to  
each boiler *2. Spring loaded* Area of each valve *10.32 sq. in.* Pressure to which they are adjusted *185 lbs* Are they fitted with easing gear *yes*  
Smallest distance between boilers or uptakes and bunkers or woodwork *9"* Mean dia. of boilers *12"* Length *10' - 7"* Material of shell plates *steel*  
Thickness *1 3/32"* Range of tensile strength *28 - 32 T* Are the shell plates welded or flanged *no* Descrip. of riveting: cir. seams *lap. 2x.*  
long. seams *all butt 5x* Diameter of rivet holes in long. seams *1 1/4"* Pitch of rivets *7 13/16"* Lap of plates or width of butt straps *17 3/4"*  
Per centages of strength of longitudinal joint *106.* Working pressure of shell by rules *189 lbs* Size of manhole in shell *12" x 16"*  
Size of compensating ring *McNeil's* No. and Description of Furnaces in each boiler *2 Morrison's* Material *steel* Outside diameter *3' - 9 1/4"*  
Length of plain part *top 11' 6"* Thickness of plates *bottom 1 1/8"* Description of longitudinal joint *welded* No. of strengthening rings *yes*  
Working pressure of furnace by the rules *231* Combustion chamber plates: Material *Steel* Thickness: Sides *5/8"* Back *5/8"* Top *5/8"* Bottom *3/4"*  
Pitch of stays to ditto: Sides *6 3/4" x 7 1/2"* Back *7.75"* Top *6 3/4" x 8 1/2"* If stays are fitted with nuts or riveted heads *nutted.* Working pressure by rules *224*  
Material of stays *steel* Diameter at smallest part *1.6* Area supported by each stay *60.06* Working pressure by rules *201* End plates in steam space:  
Material *steel* Thickness *1 1/16"* Pitch of stays *15 1/2" x 16"* How are stays secured *all h & r w.* Working pressure by rules *232* Material of stays *steel*  
Diameter at smallest part *4.9* Area supported by each stay *248.12* Working pressure by rules *197* Material of Front plates at bottom *steel*  
Thickness *1"* Material of Lower back plate *steel* Thickness *1"* Greatest pitch of stays *14" x 7 3/4"* Working pressure of plate by rules *T*  
Diameter of tubes *3 1/4"* Pitch of tubes *4 3/8"* Material of tube plates *steel* Thickness: Front *1"* Back *7/8"* Mean pitch of stays *8 3/4"*  
Pitch across wide water spaces *15"* Working pressures by rules *T stiffen* Girders to Chamber tops: Material *steel* Depth and  
thickness of girder at centre *8" x 2"* Length as per rule *22"* Distance apart *8 1/2"* Number and pitch of stays in each *2 - 6 3/4"*  
Working pressure by rules *222* Superheater or Steam chest; how connected to boiler *no* Can the superheater be shut off and the boiler worked  
separately *yes* Diameter *no* Length *no* Thickness of shell plates *no* Material *no* Description of longitudinal joint *no* Diam. of rivet  
holes *no* Pitch of rivets *no* Working pressure of shell by rules *no* Diameter of flue *no* Material of flue plates *no* Thickness *no*  
If stiffened with rings *no* Distance between rings *no* Working pressure by rules *no* End plates: Thickness *no* How stayed *no*  
Working pressure of end plates *no* Area of safety valves to superheater *no* Are they fitted with easing gear *no*



## Manufacturers of Steel

SPARE GEAR. State the articles supplied:—2 bolts & nuts, for crank pin brasses, 2 do. for crank head brasses; 4 main bearing bolts, 1 1/2 set of coupling bolts, 1 set of feed & bilge pump valves, springs for each piston, a quantity of small bolts, studs & nuts, Iron of various sizes; L.P. crank shaft, propeller shaft, set of crank pin brasses & crank head eccentric strap & rod complete; 1 piston rod & gland; 1 slide spindle & gland; 1 feed pump plunger; 2 safety valve springs, one spring for each escape valve; 4 feed check valves; 6 condenser tubes with ferrules; 24 boiler tubes; spare valves & seats for donkey and angle tools & utensils.

Is the approved plan of main boiler forwarded herewith yes  
 " " " gumming selen yes  
 " " " donkey inlet Circ pump yes

**General Remarks** (State quality of workmanship, opinions as to class, &c. The boilers have been built in accordance with the approved plans & Secretary's letter, materials tested as required, hydraulic test proved & satisfactory. The engines have been taken to pieces, all lagging & paint removed, every part carefully examined, cylinders & condenser tested and the following parts renewed, thrust, tunnel and stern shaft, stern tube complete; H.P. & I.P. cylinder liners & pistons, all piston rods, all gland bushes, L.P. connecting rods; Polished valve spindle, 4 crankpin bolts, thrust block complete, Condenser tubes. In addition to the all round starting motion an additional direct acting reversing engine fitted; All bearings reinstalled, 4 crankpin pins renewed, and every rod or spindle faired & bushed. A new half shell made to centrifugal pump, crankshaft & piston renewed, and all now as good as new. Donkey's new.

I.M.C. 6.07. ÷ N.B. 07.

*W. F. D. Mac. Allister* 21. 6. 07  
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES. 25 JUN 1907

MACHINERY CERTIFICATE  
WRITTEN. *f*

WRITTEN.

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