

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 MAR 1929

Date of writing Report 27 MAR 1929 When handed in at Local Office 27 MAR 1929 Port of HULL

No. in Survey held at Hull Date, First Survey 31 Dec 1928 Last Survey 16 March 1929  
 Reg. Book. 61710 on the Steam Trawler "MONIMIA" (Number of Visits 15)  
 Built at Beverly By whom built Cook, Bellin & Lemmle Ltd Yard No. 515 Tons { Gross 274.05  
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 544 When built 1929 { Net 156.33  
 Boilers made at Hull By whom made do Boiler No. 544 when made 1929  
 Registered Horse Power \_\_\_\_\_ Owners Hemmickson & Co Ltd Port belonging to Hull  
 Nom. Horse Power as per Rule 96 Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted   
 Trade for which Vessel is intended Fishing

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute \_\_\_\_\_  
 Dia. of Cylinders 13.22 3/4 - 37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 4.3 Crank pin dia. 4 1/2 Crank webs Mid. length breadth 14 3/4 Thickness parallel to axis 4 3/4  
 as fitted 4 1/2 Mid. length thickness 4 1/2 shrunk Thickness around eye-hole 3 3/8  
 Intermediate Shafts, diameter as per Rule 4 Thrust shaft, diameter at collars as per Rule 4.3  
 as fitted 4 1/8 as fitted 4 1/2  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ Screw Shaft, diameter as per Rule 4.45 Is the { tube } shaft fitted with a continuous liner { Yes  
 as fitted \_\_\_\_\_ as fitted 8 1/2 { screw }  
 Bronze Liners, thickness in way of bushes as per Rule 2 1/16 Thickness between bushes as fitted 2 1/16 Is the after end of the liner made watertight in the  
 propeller boss Yes 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 No Length of Bearing in Stern Bush next to and supporting propeller 36  
 Propeller, dia. 10-9 Pitch 10-6 No. of Blades 4 Material Cs whether Moveable No Total Developed Surface 42 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4 Stroke 13 Can one be overhauled while the other is at work   
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4 Stroke 13 Can one be overhauled while the other is at work   
 Feed Pumps { No. and size 6x3x6 Pumps connected to the { No. and size 6 1/2 x 4 1/4 x 6 and Ejector  
 { How driven Steam Engine Main Bilge Line { How driven \_\_\_\_\_  
 Ballast Pumps, No. and size \_\_\_\_\_ 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 2 @ 2  
 In Holds, &c. 5 @ 2

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 3 1/2 Ejector Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 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 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 pass through the bunkers Inward Suctions How are they protected Wood Casings  
 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 \_\_\_\_\_) Total Heating Surface of Boilers 1665 Sq. ft.  
 Is Forced Draft fitted No No. and Description of Boilers one Simple ended Working Pressure 210 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? \_\_\_\_\_  
 PLANS. Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers Yes Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 Superheaters \_\_\_\_\_ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements \_\_\_\_\_

**SPARE GEAR.** State the articles supplied:—2 Bolts & nuts for top ends, bottom ends &  
main bearings. Set of coupling bolts & nuts. Feed & bilge pump valves  
main & donkey check valves. Safety valve spring. Spare valves  
for donkey pumps. Circulating pump spindle. Bolts & nuts 7  
various sizes.

The foregoing is a correct description,  
 For AMOS & SMITH LTD.  
W. E. Brown. Manufacturer.  
 ASST. SECRETARY.



1928. Dec 31. 1929. Jan 4. 12. 15. 24. 25. Feby 8. 14. 20. 22. Mar 6. 9. 13. 14. 16.

Dates of Survey while building  
 During progress of work in shops --  
 During erection on board vessel ---  
 Total No. of visits 15.

Dates of Examination of principal parts—Cylinders 14.2.29 Slides 14.2.29 Covers 14.2.29  
 Pistons 14.2.29 Piston Rods 12.1.29 Connecting rods 12.1.29  
 Crank shaft 24.1.29 Thrust shaft 24.1.29 Intermediate shafts 24.1.29  
 Tube shaft 12.1.29 Screw shaft 12.1.29 Propeller 12.1.29  
 Stern tube 12.1.29 Engine and boiler seatings 14.3.29 Engines holding down bolts 14.3.29  
 Completion of fitting sea connections 8.2.29  
 Completion of pumping arrangements 16.3.29 Boilers fixed 14.3.29 Engines tried under steam 16.3.29  
 Main boiler safety valves adjusted 16.3.29 Thickness of adjusting washers 1/32" & 1/32"  
 Crank shaft material Steel Identification Mark *Keeps 402* Thrust shaft material Steel Identification Mark *Keeps 402*  
 Intermediate shafts, material Steel Identification Marks *Keeps 402* Tube shaft, material Identification Mark  
 Screw shaft, material Steel Identification Mark *Keeps 402* Steam Pipes, material V.O. Copper Test pressure 420 lbs Date of Test 13.3.29.  
 Is an installation fitted for burning oil fuel  Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for carrying and burning oil fuel been complied with   
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Tehana*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery of this vessel has been built under special survey & the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions & found in good order. It is eligible in my opinion to have record of + L.M.C. 3.29 C.L.*

*It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 3.29. C.L.*

*JRM*  
*9.4.29*

*J.*

The amount of Entry Fee ... £ 2 : 0 :  
 Special ... £ 24 : 0 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, *27 Mar 29*  
 When received, *3.14.29*

*John Shackirdy*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 12 APR 1929*  
 Assigned *Shue 3.29 C.L.*



CERTIFICATE WRITTEN