

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

1919 When handed in at Local Office NOV 1943 1919 Port of HULL
Date, First Survey 6. 10. 42. Last Survey 12. 10. 1943.
(Number of Visits 53)
Reg. Book 27-10-43.3
Survey held at HULL
on the H.M. TRAWLER MINALTO J2713 Tons Gross 452
Net 144
When built 1943
By whom built Chas. D. Holmes & Co. Ltd Engine No. 717
When made 1943
By whom made Chas. D. Holmes & Co. Ltd Engine No. 1657
When made 1943
By whom made Central Marine Eng. Wk. Boiler No. R. 363
When made 1943
Boilers made at WEST HARTLEPOOL
Registered Horse Power 156 Owners Admiralty Port belonging to Admiralty
Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
Trade for which vessel is intended General Service

GINES, &c.—Description of Engines. Triple Expansion CONTRACT. Revs. per minute 150
No. of Cylinders 3 No. of Cranks 3
Length of Stroke 27" Mid. length breadth — Thickness parallel to axis 4 13/16"
Crank pin dia. 7 7/8" Crank webs shrunk Thickness around eye-hole 3 15/16"
Intermediate Shafts, diameter as per Rule 7.5" as fitted 7 1/4" Thrust shaft, diameter at collars as per Rule 7.5" as fitted 7 7/8"
Screw Shaft, diameter as per Rule 8.2" as fitted 8 1/4" Is the screw shaft fitted with a continuous liner No
Bronze Liners, thickness in way of bushes as per Rule — as fitted — Thickness between bushes as per Rule — 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 —
Is an approved Oil Gland or other appliance fitted at the after end of the tube —
Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"
Propeller, dia. 105" Pitch 9.4" No. of Blades 3 Material C.I. whether Moveable No Total Developed Surface 30 sq. feet
Can one be overhauled while the other is at work Yes
Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes
Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes
Feed Pumps No. and size One 4 x 6 x 12 Weir Pumps connected to the Main Bilge Line { No. and size One 6" x 5 1/2" x 15" Weir ALSO. How driven Independent Beam DOWNTON.
Lubricating Oil Pumps, including Spare Pump, No. and size NONE
Suctions, connected to both Main Bilge Pumps and Auxiliary —
Are two independent means arranged for circulating water through the Oil Cooler NONE
Bilge Pumps:—In Engine and Boiler Room Eng. Rm. 2 @ 2" Dia. One @ 3 1/2" Dia. Strokehold 2 @ 2" Dia
In Pump Room NONE In Holds, &c. One @ 2" Dia in each of the following:—
Fore Peak Chain Locker, Aft Peak, Magazine, Spirit Room, Bunker, Shaft Space & After Peak
Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, —
No. and size One @ 3 1/2" (included above) 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 Yes
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 at W.L.
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 No
What Pipes pass through the bunkers Feed Valve suction How are they protected Wood casing
What pipes pass through the deep tanks NONE 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 Space watertight Yes Is it fitted with a watertight door Access worked from flat above

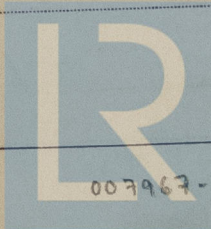
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650 sq. ft.
Which Boilers are fitted with Forced Draft ALL Which Boilers are fitted with Superheaters NONE
No. and Description of Boilers One S.B. Working Pressure 200 lb./sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes If so, is a report now forwarded? —
IS A DONKEY BOILER FITTED? No Can the donkey boiler be used for domestic purposes only —
PLANS. Are approved plans forwarded herewith for Shafting 17.7.39 Main Boilers 17.7.39 Auxiliary Boilers NONE Donkey Boilers NONE
(If not state date of approval)
Superheaters NONE General Pumping Arrangements 17.10.39 Oil fuel Burning Piping Arrangements NONE

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
State the principal additional spare gear supplied See attached list

The foregoing is a correct description.
FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.

W. R. Evans

© 2021

Lloyd's Register
Foundation

007967-007976-0249

10853

"MINALTO."

1943.

During progress of work in shops - - { 1943- Oct 6. Nov 10. 12. Apr. 2. May 5. Y. 14. 21. 28. June 1. 4. 10. 11. 16. 19. 25. 29. July 2. 4. 8. Aug 4. 6. 7. 10. 13. 21. 23. 24. 27. Sep. 11. 13. 21. Oct 1.

Dates of Survey while building { During erection on board vessel - - - { 1943 Jun 26, Jul 12, 23. Aug 23, 25, Sep 3, 10, 14, 15, 21, 22, 24, 28, 30. Oct 1, 4, 5, 11, 12.

Total No. of visits 53.

Dates of Examination of principal parts - Cylinders 10/8/43 7/8/43 6/8/43 Slides 6/8/43 Covers 10/8/43 7/8/43 6/8/43

Pistons 23/8/43 21/8/43 Piston Rods 13/8/43 Connecting rods 13/8/43

Crank shaft 24/8/43 Thrust shaft 10/6/43 Intermediate shafts A 24/6/43 F 24/8/43

Tube shaft NONE Screw shaft 16/6/43 29/6/43 Propeller 23/8/43 25/8/43

Stern tube 26/6/43 Engine and boiler seatings 23/8/43 Engines holding down bolts 3/9/43

Completion of fitting sea connections 26/6/43 Boilers fixed 3/9/43 Engines tried under steam 21/9/43 5/10/43

Completion of pumping arrangements 21/9/43 Main boiler safety valves adjusted 21/9/43 Thickness of adjusting washers P 1/2" S 7/16"

Crank shaft material F.I. Steel Identification Mark 9972 CP 19/4/43 Thrust shaft material F.I. STEEL Identification Mark 1682, JS, 10-6-43

Intermediate shafts, material D° Identification Marks 10-6-43 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material D° Identification Mark CP, 19-4-43 Steam Pipes, material STEEL Test pressure 500 lb Date of Test 13/9/43

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 NO 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 H.M.S. "BIRCH" Hull RPT. No 50672.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of the Vessel has been constructed in accordance with the approved Admiralty plans, the Specification and the Society Rules; of tested materials supplied by firms approved by the society.

The Workmanship and Materials are good.

The Machinery and auxiliaries have been fitted aboard and, when tried under steam at or near full power as practicable in the basin were found satisfactory in every respect.

The Vessel is eligible, in our opinion, when Classed to have the records of LMC 10, 43. and O.G. and the notation T 30, 13 1/2, 23, 38, - 27" 156 NHP. 200 lb. I.S.B. 3 & f. G.S. 63. H.S. 2650. F.D.

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

CLASS (PART M)	£ 21 - 6	When applied for, NOV 1943
Special	£ 36 - 0	When received, 19
SPEC		
Donkey Boiler Fee		
Travelling Expenses (if any)		

ADMIRALTY

Noted from London 17.11.43

J. P. ... W. S. ...

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + LMC 10.43 20.09.