

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 27-10-43
 Date in Survey held at HULL
 Reg. Book No. 156
 on the H.M. TRAWLER MINALTO
 built at BEVERLEY By whom built Chas. D. Holmes & Co. Standard No. 717
 engines made at HULL By whom made Chas. D. Holmes & Co. Engine No. 1657
 boilers made at WEST HARTLEPOOL By whom made Central Marine Eng. Wk. Boiler No. R. 363
 registered Horse Power 156 Owners Admiralty Port belonging to HULL
 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

Description of Engines Triple Expansion Revs. per minute 150
 No. of Cylinders 3 Length of Stroke 27" No. of Cranks 3
 Crank shaft, dia. of journals 7 1/8" Crank pin dia. 7 1/8" Crank webs shrunk
 Intermediate Shafts, diameter 7 1/4" Thrust shaft, diameter at collars 7 1/8"
 Tube Shafts, diameter None Screw Shaft, diameter 8 1/4" Is the shaft fitted with a continuous liner No
 Bronze Liners, thickness in way of bushes None Thickness between bushes None Is the after end of the liner made watertight in the propeller boss Yes

Propeller, dia. 105" Pitch 9-4" No. of Blades 3 Material C.I. whether Moveable No Total Developed Surface 30 sq. feet
 Main Engines, No. 2 Diameter 22 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 Independent Beam
 Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size None

Bilge Pumps:—In Engine and Boiler Room None In Holds, &c. One @ 2" dia in each of the following: Fore Peak, Chain Locker, Asoic space, Magazine, Spirit Room, Bunker, Sharp 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 Food Vard suction How are they protected Wood casing
 What pipes pass through the deep tanks None Have they been tested as per Rule Yes
 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
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —

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
 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.
W.R. Evans

Manufacturer.



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 Lloyd's Register
 Foundation
 007967-007976-0249

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"MUNALTO."

1943.

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

Dates of Survey while building { 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 27/8/43 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 29/6/43. 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 29/9/43 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 notations T. 30, 13 1/2, 23, 38" - 27" 156 NHP. 200 lb. I.S.B. 3 c.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	£		When applied for,
CLASS (PART M)	21	6	NOV 1943
Special	£		
SPEC	£	36	When received,
Donkey Boiler Fee	£	0	
Travelling Expenses (if any)	£		19

ADMIRALTY
No rendered from
London 17. 11. 43

John W. Shields
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + LMC 10.43
20.09.