

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 APR 1930

Date of writing Report 29.4.30 When handed in at Local Office 29 April 1930 Port of Hull  
 No. in Survey held at Hull Date, First Survey 14 Dec 29 Last Survey 22 April 1930  
 Reg. Book. 11714 on the Steam Trawler "MALMATA" (Number of Visits 19)  
 Built at Beverley By whom built Cook, Wilton & Gammelle Ltd Yard No. 543 Tons { Gross 355.68 Net 169.13  
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 602 When built 1930  
 Boilers made at Hull By whom made do Boiler No. 602 when made 1930  
 Registered Horse Power \_\_\_\_\_ Owners Malmata Fishing Co Ltd Port belonging to Grimby  
 Nom. Horse Power as per Rule 91 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes  
 Trade for which Vessel is intended Fishing

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute \_\_\_\_\_  
 Dia. of Cylinders 13" 22 1/4" 37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 6.9 as fitted 7 1/2 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 14 1/4" Thickness parallel to axis 4 1/4"  
 Intermediate Shafts, diameter as per Rule \_\_\_\_\_ as fitted 6.6 Thrust shaft, diameter at collars as per Rule 6.9 as fitted 7 1/2  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule 7.7 as fitted 8 1/2 Is the { tube } shaft fitted with a continuous liner { screw } Yes  
 Bronze Liners, thickness in way of bushes as per Rule \_\_\_\_\_ as fitted 3/16" Thickness between bushes as per Rule \_\_\_\_\_ as fitted 3/16" 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 Yes  
 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 Yes  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft \_\_\_\_\_ Length of Bearing in Stern Bush next to and supporting propeller 33"  
 Propeller, dia. 16'-0" Pitch 10'-10" No. of Blades 4 Material CS whether Moveable no Total Developed Surface 35 sq. feet  
 Feed Pumps worked from the Main Engines, No. one Diameter 27/8" Stroke 13" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. one Diameter 27/8" Stroke 13" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size one 6" x 3" x 6" How driven Steam Pumps connected to the Main Bilge Line { No. and size one 6 3/4" x 4 3/4" x 6" How driven Steam }  
 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. 4 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one, 3" 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 & strum  
 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 Forward Suctions How are they protected Good casing  
 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 \_\_\_\_\_  
 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 \_\_\_\_\_ Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

**MAIN BOILERS, &c.**—(Letter for record 5) Total Heating Surface of Boilers 1546 Sq. feet.  
 Is Forced Draft fitted no No. and Description of Boilers one Single ended Working Pressure 200 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 and main bearing. Lot of coupling bolts & nuts. Feed bilge & air pump valves. Safety valve spring. Main & donkey check valves. 12 Piston Pins & nuts. Spare valves for donkey pumps. Circ. pump impeller & shaft. Bolts & nuts of various sizes.

The foregoing is a correct description. For AMOS & SMITH LTD.

A. J. Allen  
MANAGER



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002085-002093-0272

During progress of work in shops -- 1929. Dec 14. 19. 30. 1930. Jan 6. 9. 22. Feb 6. 10. 12. 20. 26. Mar 12. 18.  
 Dates of Survey while building During erection on board vessel ---  
 Apr 3. 9. 17. 17. 22.

Total No. of visits 19.  
 ATANJAM

Dates of Examination of principal parts—Cylinders	6. 2. 30	Slides	3. 4. 30	Covers	6. 2. 30
Pistons	5. 4. 30	Piston Rods	12. 2. 30	Connecting rods	12. 2. 30
Crank shaft	12. 2. 30	Thrust shaft	30. 12. 29	Intermediate shafts	30. 12. 29
Tube shaft	✓	Screw shaft	6. 1. 30	Propeller	6. 1. 30
Stern tube	6. 1. 30	Engine and boiler seatings	17. 4. 30	Engines holding down bolts	17. 4. 30
Completion of fitting sea connections	18. 3. 30				
Completion of pumping arrangements	22. 4. 30	Boilers fixed	17. 4. 30	Engines tried under steam	22. 4. 30
Main boiler safety valves adjusted	22. 4. 30	Thickness of adjusting washers	3/8" and 3/8"		
Crank shaft material	Steel	Identification Mark	Lumps 536	Thrust shaft material	Steel
Intermediate shafts, material	Steel	Identification Marks	Lumps 536	Tube shaft, material	✓
Screw shaft, material	Steel	Identification Mark	Lumps 536	Steam Pipes, material	S. O. Copper
Is an installation fitted for burning oil fuel	✓	Is the flash point of the oil to be used over 150°F.	✓	Test pressure	400 lbs
Date of Test	17. 4. 30				

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. ✓  
 Is this machinery duplicate of a previous case. No. If so, state name of vessel. "William Wesley"

General Remarks (State quality of workmanship, opinions as to class, &c.)  
 The machinery of this vessel has been built under special survey & the materials & 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. 4.30 C.L.

The foregoing reports sent herewith refer also to Engine No. 602 previously reported (S.T. King).

It is submitted that this vessel is eligible for + L.M.C. 4.30 cl.  
 J. H. Mackintosh  
 21/5/30

The amount of Entry Fee ...	£ 2 : 0 :	When applied for, 29 April 1930
Special ...	£ 22 : 15 :	
Donkey Boiler Fee ...	£ :	When received, 1. 5. 30
Travelling Expenses (if any) £	:	

John Mackintosh  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 MAY 1930  
 Assigned + L.M.C. 4.30

Date of writing Report  
 No. in Survey Reg. Book  
 11714 on the

Master  
 Engines made at  
 Boilers made at  
 Nominal Horse Power

MULTITUBULAR

Manufacturers of  
 Total Heating Surface  
 No. and Description

Tested by hydraulic  
 Area of Firegrate  
 Area of each set  
 In case of donkey  
 Smallest distance  
 Smallest distance  
 Largest internal  
 Thickness  
 long seams

Percentage of strength  
 Percentage of strength  
 Thickness of butt  
 Material

Length of plain  
 Dimensions of stay  
 End plates in stay  
 How are stays secured  
 Tube plates: Material

Mean pitch of stay  
 Girders to comb  
 at centre 9  
 in each 3  
 Tensile strength  
 Pitch of stays to deck  
 Working pressure

Thickness  
 Pitch of stays at  
 Working Pressure  
 Diameter { At body or Over throat  
 Working pressure  
 Diameter { At turned or Over throat

