

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-1 NOV 1933

Date of writing Report

19

When handed in at Local Office

31 OCT 1933

Port of

Date, First Survey

1-8-33

Last Survey

26. 10. 1933

To. in Survey held at
Reg. Book.

on the

Steam Trawler "LORENZO"

(Number of Visits 19)

Tons

Gross 424.11

Net 163.34

Built at

Beverly

By whom built

Cook, Gorton & Fennell Ltd

Yard No.

549

When built

1933

Engines made at

Hull

By whom made

Charles D.

Engine No.

When made

1933

Boilers made at

Hull

By whom made

Hosmer & Co Ltd

Boiler No.

When made

1933

Registered Horse Power

Owners

Hulley Bros Ltd

Port belonging to

Hull

Horse Power as per Rule

111

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

for which Vessel is intended

Fishing

NES, &c.—Description of Engines

Super Expansion

Revs. per minute

Cylinders

132. 24. 39.

Length of Stroke

27

No. of Cylinders

3

No. of Cranks

3

shaft, dia. of journals

as per Rule 4.64

as fitted 4.34

Crank pin dia.

4.34

Crank webs

Mid. length breadth 14.34

Mid. length thickness 5

shrink

Thickness parallel to axis 5

Thickness around eye-hole 32

mediate Shafts, diameter

as per Rule 7.3

as fitted 7.2

Thrust shaft, diameter at collars

as per Rule 4.64

as fitted 4.34

shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.34

as fitted 8.34

Is the tube

screw

shaft fitted with a continuous liner

Yes

e Liners, thickness in way of bushes

as per Rule 9.16

as fitted 9.16

Thickness between bushes

as per Rule 9.16

as fitted 9.16

Is the after end of the liner made watertight in the

r boss

Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

ner 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

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

ho

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 36

ller, dia. 10'-3"

Pitch 10'-0.5"

No. of Blades 4

Material

Cf

whether Moveable

No

Total Developed Surface 38

sq. feet

Pumps worked from the Main Engines, No. one

Diameter 3"

Stroke 15"

Can one be overhauled while the other is at work

Pumps worked from the Main Engines, No. one

Diameter 3"

Stroke 15"

Can one be overhauled while the other is at work

No. and size

one 6" x 3.5" x 6"

Pumps connected to the

No. and size

one 7" x 5" x 6"

How driven

one 7" x 5" x 6"

Main Bilge Line

How driven

Steam

t Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, No. and size

independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

umps;—In Engine and Boiler Room

2 @ 2"

p Room

In Holds, &c. 5 @ 2" in holds

1 @ 2" in 4P and

P. Tanks

Water Circulating Pump Direct Bilge Suctions, No. and size

one 3.5"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

l size

one 3" Ejector

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

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

Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Both

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

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

pipes pass through the bunkers

wooden cushions

How are they protected

wood casing

pipes pass through the deep tanks

Yes

Have they been tested as per Rule

Yes

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

rrangement 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

ment to another

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

Yes

BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

1940 Sq. ft.

eed Draft fitted

No

No. and Description of Boilers

one Single ended

Working Pressure 210 lbs.

REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

onkey boiler intended to be used for domestic purposes only

NS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

waters

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

spare gear required by the Rules been supplied

No

e principal additional spare gear supplied

Spare valves for air, fuel, bilge & donkey pumps.

by valve opening

Main & donkey check valves. Fuel pump ram.

Spare shaft for centrifugal pump.

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

Manufacturer.



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Lloyd's Register
Foundation

003311-003320-0118

Dates of Survey while building
 During progress of work in shops - - 1933 Aug. 1. 5. 10. 15. 21. 29. Sep. 4. 12. 15. 21. Oct. 3. 6. 11. 12. 13. 18. 20. 23. 26
 During erection on board vessel - - -
 Total No. of visits 19

Dates of Examination of principal parts—Cylinders 15.9.33 Slides 6.10.33 Covers 15.9.33
 Pistons 6.10.33 Piston Rods 15.9.33 Connecting rods 15.9.33
 Crank shaft 12.9.33 Thrust shaft 12.9.33 Intermediate shafts 29.8.33
 Tube shaft 1 Screw shaft 29.8.33 Propeller 29.8.33
 Stern tube 29.8.33 Engine and boiler seatings 13.10.33 Engines holding down bolts 13.10.33
 Completion of fitting sea connections 15.9.33
 Completion of pumping arrangements 23.10.33 Boilers fixed 13.10.33 Engines tried under steam 23.10.33
 Main boiler safety valves adjusted 23.10.33 Thickness of adjusting washers P. 9/32 S. 5/16
 Crank shaft material Steel Identification Mark Lloyd's No. 824 Thrust shaft material Steel Identification Mark Lloyd's No. 827
 Intermediate shafts, material Steel Identification Marks Lloyd's No. 827 Tube shaft, material Steel Identification Mark
 Screw shaft, material Steel Identification Mark Lloyd's No. 827 Steam Pipes, material S.D. Copper Test pressure 420 lbs. Date of Test 18.10.33
 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 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
 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 If so, state name of vessel Arab No. 44134

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 used of + L.M.C. 10.33. C.L.

The amount of Entry Fee ... £ 3 : - :
 Special ... £ 27 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 30.10.33
 When received, 1.11.33

John H. Mackenzie
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + L.M.C. 10.33

The Surveyors are requested not to write on or below the space for Committee's Minute.

CERTIFICATE WRITTEN