

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 4.11.29 When handed in at Local Office 4 Nov 29 Port of HULL Received at London Office 5 NOV 1929

No. in Survey held at Hull Date, First Survey 4 July 1929 Last Survey 31 Oct 1929
 Reg. Book. 10809 on the Steam Trawler "DROMIO" (Number of Visits.....)

Gross 379.92
 Tons Net 143.34
 When built 1929

Built at Beverley By whom built Cook, Bellon & Gamble Ltd Yard No. 528

Engines made at Hull By whom made Amos & Smith Ltd Engine No. 591 when made 1929

Boilers made at Hull By whom made do Boiler No. 591 when made 1929

Registered Horse Power 114 Owners Hull Harbours Fishing Co Ltd Port belonging to Hull

Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted ☒

Trade for which Vessel is intended Hull

GINES, &c.—Description of Engines Triple Expansion Revs. per minute.

No. of Cylinders 3 Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3

ank shaft, dia. of journals 4.5 as per Rule 4.5 Crank pin dia. 4.5 Crank webs 15" Mid. length breadth 4.5 shrunk Thickness parallel to axis 4.5
 as fitted 4.5 Mid. length thickness 4.5 Thickness around eye-hole 4.5

Intermediate Shafts, diameter 4.2 as per Rule 4.2 Thrust shaft, diameter at collars 4.5 as per Rule 4.5
 as fitted 4.2 as fitted 4.5

be Shafts, diameter 8.1 as per Rule 8.1 Is the { tube } shaft fitted with a continuous liner { yes }
 as fitted 8.1 as fitted 8.1

onze Liners, thickness in way of bushes 5/8" as per Rule 5/8" Thickness between bushes 5/8" as per Rule 5/8" Is the after end of the liner made watertight in the
 as fitted 5/8" as fitted 5/8" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ☒

eller boss yes Is 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 ☒

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
 of the tube shaft yes Length of Bearing in Stern Bush next to and supporting propeller 36"

opeller, dia. 11'-0" Pitch 10'-8" No. of Blades 4 Material st whether Moveable no Total Developed Surface 42 sq. feet

ed Pumps worked from the Main Engines, No. two Diameter 2 3/4" Stroke 13" Can one be overhauled while the other is at work yes

ge Pumps worked from the Main Engines, No. two Diameter 2 3/4" Stroke 13" Can one be overhauled while the other is at work yes

ed { No. and size 6" x 3" x 6" (one) Pumps connected to the { No. and size one 6 3/4" x 4 3/4" x 6" + 2 1/2" Ejector
 mps { How driven Steam Main Bilge Line { How driven Steam

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

two independent means arranged for circulating water through the Oil Cooler ☒ Suctions, connected to both Main Bilge Pumps and Auxiliary
 ge Pumps;—In Engine and Boiler Room 2 @ 2"

Holds, &c. 4 @ 2 1/2" 1 @ 2 1/2" 5 aft peak 1 @ 2" 5 fore peak

In Water Circulating Pump Direct Bilge Suctions, No. and size one 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size one 2 1/2" Ejector Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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

all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both

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

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

at Pipes pass through the bunkers Forward Suction How are they protected wood casings

at pipes pass through the deep tanks yes Have they been tested as per Rule yes

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

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
 partment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from yes

IN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 1986 Sq. feet

Forced Draft fitted no No. and Description of Boilers one single ended Working Pressure 210 lbs sq

A REPORT ON MAIN BOILERS NOW FORWARDED? yes

A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes

ANS. Are approved plans forwarded herewith for Shafting ☒ Main Boilers yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)

reheaters — General Pumping Arrangements yes Oil fuel Burning Piping Arrangements —

ARE GEAR. State the articles supplied: 2 Bolts + nuts for top ends, bottom ends and
main bearings. Set of coupling bolts + nuts. Set of feed and
life pump valves. Air pump valves. main and
donkey check valves. Safety valve spring.
of spring for each donkey pump. Escape valve spring for each
is fitted. Circulating pump impeller shaft. Assorted
bolts + nuts, & iron of various sizes.

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

Manufacturer.

MANAGER.



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Lloyd's Register
 Foundation

W434-0024

1929. July 4. 8. 18. 24. 31. Aug 7. 13. 15. 27. 29. 30. Sept 9. 13. 18. 21. 23. 25.
Oct 4. 7. 14. 16. 21. 25. 31.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 74.

Dates of Examination of principal parts—Cylinders 25. 9. 29 Slides 25. 9. 29 Covers 25. 9. 29
Pistons 25. 9. 29 Piston Rods 25. 9. 29 Connecting rods 25. 9. 29
Crank shaft 30. 8. 29 Thrust shaft 31. 7. 29 Intermediate shafts -
Tube shaft ✓ Screw shaft 13. 9. 29 Propeller 13. 9. 29
Stern tube 13. 9. 29 Engine and boiler seatings 16. 10. 29 Engines holding down bolts 16. 10. 29
Completion of fitting sea connections 21. 9. 29
Completion of pumping arrangements 21. 10. 29 Boilers fixed 16. 10. 29 Engines tried under steam 21. 10. 29
Main boiler safety valves adjusted 25. 10. 29 Thickness of adjusting washers A 3/8" F 13/32"
Crank shaft material Steel Identification Mark 489 Thrust shaft material Steel Identification Mark 489
Intermediate shafts, material ✓ Identification Marks Tube shaft, material ✓ Identification Mark
Screw shaft, material Steel Identification Mark 489 Steam Pipes, material S.S. Copper Test pressure 420 lbs. Date of Test 21. 10.
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 ✓ If so, state name of vessel ✓

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. 10. 29 C.L.

The peak invoices sent herewith refer also to the boilers for Sister vessels "Orcino" & "Cario", which will be reported shortly.

The foregoing reports refer also to the two sister vessels.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 10. 29 C.L.

J. D. 7/11/29

The amount of Entry Fee ... £ 3 : 5 :
Special ... £ 27 : 15 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 4 Nov 29
When received, 8. 11. 29
J. D. 7/11/29
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
FRI. 8 NOV 1929
+ L.M.C. 10. 29 C.L.
CERTIFICATE WRITTEN.