

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 2-12-1948 When handed in at Local Office 2-12-1948 Port of WEST HARTLEPOOL
 No. in Survey held at WEST HARTLEPOOL Date, First Survey 18th November, 1947, Last Survey 12th November, 1948
 Reg. Book STEEL SCREW "AVONDENE" (Number of Visits 106)
 on the STEEL SCREW "AVONDENE" Tons { Gross 4952.77
 Net 2928.22
 Built at WEST HARTLEPOOL By whom built W^m GRAY, CO LTD Yard No. 1220 When built 1948
 Engines made at WEST HARTLEPOOL By whom made CENTRAL MAR. ENG. WKS. Engine No. 1220 When made 1948
 Boilers made at WEST HARTLEPOOL By whom made CENTRAL MAR. ENG. WKS. Boiler No. 1220 When made 1948
 Registered Horse Power 550 = MN Owners THE DENE SHIPPING CO LTD. Port belonging to LONDON
 Nom. Horse Power as per Rule 550 = MN Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended OCEAN GOING

Engines, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 67
 Dia. of Cylinders 23-36-65" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 13.5" as per Rule 13.5" as fitted 13 3/4" Crank pin dia. 13 3/4" Crank webs 19 3/4" Mid. length breadth 8 1/2" Thickness parallel to axis 8 1/2"
 Intermediate Shafts, diameter 12.85" as per Rule 13.5" as fitted 13 3/4" Thrust shaft, diameter at collars 13 3/4" as per Rule 13.5" as fitted 13 3/4"
 Tube Shafts, diameter 14.39" as per Rule 14 7/8" as fitted 14 7/8" Is the tube shaft fitted with a continuous liner yes
 Screw Shaft, diameter 7.38" as per Rule 7.38" as fitted 7.38" Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes 3/4" as per Rule 3/4" as fitted 3/4" Thickness between bushes 9/16" as per Rule 9/16" as fitted 9/16" 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 one length
 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 —
 If 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 end of the tube —
 at no If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
 Propeller, dia. 18'-6" Pitch 16'-6" No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 110 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 28" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 3 at 9 1/2" x 7" x 18" Simplex Pumps connected to the Main Bilge Line { No. and size 1 at 9" x 11" x 10", 1 at 7" x 8 1/2" x 8", 2 at 4" x 28"
 How driven Steam How driven Steam Steam M. Eng. Drums
 Ballast Pumps, No. and size 1 at 9" x 11" x 10" 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 3 at 3", 1 at 5", 1 at 2" to Cofferdam P/S + Only Blg P/S to Transfer pump.
 In Pump Room — In Holds, &c. 1-2 at 3", 1-2 at 3 1/2", Deep 2 at 2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 at 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 at 5" 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 + on reservoir Are they fitted with Valves or Cocks both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the 2. Room yes Are the Overboard Discharges above or below the deep water line main - below
 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 none How are they protected —
 What pipes pass through the deep tanks Forward bilge suction 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 Tunnel watertight yes Is it fitted with a watertight door yes worked from Upper deck level
 MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 6032 sq. ft. Superheaters 2552 sq. ft. Total = 8584
 Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters Both
 No. and Description of Boilers Two single ended multitubular Working Pressure 225 lbs p.s.i.
 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 yes Main Boilers yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes
 SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied tail shaft.

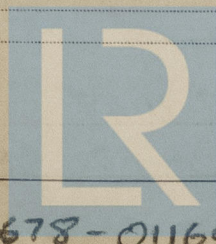
The foregoing is a correct description.

FOR THE CENTRAL MARINE ENGINE WORKS,

(All Eng. & Co. Ltd.)

John H. Seames
GENERAL MANAGER

Manufacturer.



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Lloyd's Register
Foundation

011678-011692-0013

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 106

Dates of Examination of principal parts—Cylinders 26.4.48, 14.1.48, 27.2.48, 17.3.48 Slides 23.3.48 Covers 27.2.48, 17.3.48
Pistons 5.5.48 Piston Rods 19.3.48 Connecting rods 3.3.48
Crank shaft 2.3.48, 24.3.48, 25.5.48 Thrust shaft 25.2.48, 24.3.48 Intermediate shafts 14.3.48, 4.48, 25.5.48
Tube shaft — Screw shaft 21.3.48, 25.5.48, 2.6.48 Propeller 2.6.48
Stern tube 31.5.48, 1.6.48 Engine and boiler seatings 10.6.48 Engines holding down bolts 23.8.48
Completion of fitting sea connections 23.4.48
Completion of pumping arrangements 11.11.48 Boilers fixed 29.6.48 Engines tried under steam 29.10.48, 5.11.48
Main boiler safety valves adjusted 29.10.48 Thickness of adjusting washers S.B.Ir. PV 7/16 SV 3/4 Spt 7/32 P.B.Ir. PV 9/32 SV 9/32 Spt 7/32
Crank shaft material S.M. Steel Identification Mark 495 CP Thrust shaft material S.M. Steel Identification Mark 530 CP
Intermediate shafts, material S.M. Steel Identification Marks 531-2.3.4.5.6.7. CP Tube shaft, material — Identification Mark —
Screw shaft, material S.M. Steel Identification Mark 528 CP Spare 529 Steam Pipes, material Steel Test pressure 675 lbs p.s.i. Date of Test 28.5.48, 5.7.48, 23.7.48, 29.7.48, 27.10.48
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150° F. yes
Have the requirements of the Rules for the use of oil as fuel been complied with yes
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 MARDENE Hpl Report No 18832

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under Special Survey in accordance with approved plans, Secretary's letters and the Rules of the Society. The materials and workmanship are good. It has been securely fitted on board, tried under steam alongside and under full working conditions at sea and found satisfactory. This machinery is, in my opinion eligible for notation + L.M.C 11 - 48, 2 S.B (Spt) 225 lbs p.s.i. W.P. F.D. T5 (CL). Fitted to burn Oil Fuel 11 - 48, Flash Point above 150°F.

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 185 : - : 3-12-1948
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

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

Committee's Minute

Assigned + LMC 11.48

FITTED FOR OIL FUEL 11.48 FLASH POINT ABOVE 150°F. F.D. C.L. 2 SB 225 lb Spt.



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