

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 40707

Date of writing Report 29:30 1930 When handed in at Local Office 29 March 1930 Port of Hull
 Received at London Office 31 MAR 1930
 No. in Survey held at Reg. Book. Hull Date, First Survey 17 Dec 29 Last Survey 20 March 1930
 10522 on the Steam Trawler - AVANTURINE (Number of Visits 78)
 Built at Beverley By whom built Cook, Winton & Gemmell Ltd Yard No. 542 Tons Gross 296.55 Net 129.69
 Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1392 When built 1930
 Boilers made at Hull By whom made do Boiler No. 1392 when made 1930
 Registered Horse Power Owners Kingston Steam Trawling Co Ltd Port belonging to Hull
 Nom. Horse Power as per Rule 89 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Fishing.

ENGINES, &c.—Description of Engines: Triple Expansion
 Dia. of Cylinders 12 1/2" 21 1/2" 35" Length of Stroke 26 No. of Cylinders 3 Revs. per minute
 Crank shaft, dia. of journals as per Rule 7.04 No. of Cranks 3
 as fitted 7 1/4 Crank pin dia. 7 1/4 Crank webs Mid. length breadth 13 1/2 Thickness parallel to axis 4 7/8
 Intermediate Shafts, diameter as per Rule 6 1/4 Mid. length thickness 4 7/8 shrunk Thickness around eye-hole 3 3/8
 as fitted 4 1/4 Thrust shaft, diameter at collars as per Rule 7.04
 as fitted 7 1/4
 Tube Shafts, diameter as per Rule 7.51 Is the tube shaft fitted with a continuous liner Yes
 as fitted 7 5/8 as fitted 7 5/8 Is the screw shaft fitted with a continuous liner Yes
 Screw Shaft, diameter as per Rule 7.51
 as fitted 7 5/8
 Bronze Liners, thickness in way of bushes as per Rule 5/8 Thickness between bushes as per Rule 7/16 Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 5/8 as fitted 7/16
 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Length of Bearing in Stern Bush next to and supporting propeller 36
 Propeller, dia. 9-6 Pitch 10-6 No. of Blades 4 Material Cf. whether Moveable No Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 2 3/4 Stroke 14 1/2 Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. one Diameter 2 3/4 Stroke 14 1/2 Can one be overhauled while the other is at work
 Feed Pumps No. and size 6 x 4 1/4 x 6 (one) Pumps connected to the Main Bilge Line No. and size one 6 x 4 1/4 x 6 and injectors
 How driven Steam 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 Yes
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2" Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Holds, &c. 3 @ 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, 2 1/2" Injector 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 Wood 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 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 1606 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 1SB
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
 (If not state date of approval) Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—2 Bolts + nuts for top ends, bottom ends and main bearings. Set of coupling bolts + nuts. Spare valves for air, feed + bilge pumps, main + donkey check valves + seats. Feed pump ram + cross pump impeller + shaft. Spare valves for donkey pump. Bolts + iron of various sizes.

The foregoing is a correct description,

J. Cooper

Manufacturer.



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During progress of work in shops - - - 1929. Dec 17. 1930. Jan 15. 28. Feb 6. 17. 14. 17. 20. 21. 24. 24. Mar 3. 14. 15.
 18. 19. 20.
 During erection on board vessel - - -
 Total No. of visits 18.

Dates of Examination of principal parts—Cylinders 20. 2. 30 Slides 3. 3. 30 Covers 20. 2. 30
 Pistons 3. 3. 30 Piston Rods 24. 2. 30 Connecting rods 24. 2. 30
 Crank shaft 17. 2. 30 Thrust shaft 6. 2. 30 Intermediate shafts 6. 2. 30
 Tube shaft ✓ Screw shaft 6. 2. 30 Propeller 6. 2. 30
 Stern tube 6. 2. 30 Engine and boiler seatings 19. 3. 30 Engines holding down bolts 19. 3. 30

Completion of fitting sea connections 20. 2. 30.
 Completion of pumping arrangements 20. 3. 30 Boilers fixed 19. 3. 30 Engines tried under steam 20. 3. 30
 Main boiler safety valves adjusted 20. 3. 30 Thickness of adjusting washers $\frac{11}{32}$ + $\frac{11}{32}$

Crank shaft material Steel Identification Mark *lengths 523* Thrust shaft material Steel Identification Mark *lengths 523*

Intermediate shafts, material Steel Identification Marks *lengths 523* Tube shaft, material Identification Mark -

Screw shaft, material Steel Identification Mark *lengths 523* Steam Pipes, material *50 lbs* Test pressure 400 lbs Date of Test 16. 3. 30

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 No 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 & 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. 3. 30. C.L.

The forging reports enclosed refer also to ~~trucks~~ engines 1393 to be reported shortly.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 3. 30 C.L.

J. J. 21/3/30

The amount of Entry Fee ... £ 2 :
 Special ... £ 22 : 5
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :

When applied for, 29 March 1930
 When received, 24/4/30

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

Committee's Minute

TUE. 1 APR 1930

Assigned

+ L.M.C. 3. 30 C.L.

CERTIFICATE WRITTEN.



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