

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 40707

Date of writing Report 29.3.30 When handed in at Local Office 29 March 1930 Port of Hull  
 No. in Survey held at Reg. Book. 10572 on the Steam Trawler - AVANTURINE  
 Date, First Survey 17 Dec 29 Last Survey 20 March 1930  
 (Number of Visits 18)  
 Built at Beverley By whom built Cook, Winton & Gemmell Ltd Yard No. 542  
 Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1392  
 Boilers made at Hull By whom made do Boiler No. 1392  
 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 22" 21½" 35" Length of Stroke 26 No. of Cylinders 3 Revs. per minute  
 Crank shaft, dia. of journals as per Rule 7.04 Crank pin dia. 4½ No. of Cranks 3  
 as fitted 4½ Crank webs Mid. length breadth 13½ Mid. length thickness 47/8  
 Intermediate Shafts, diameter as per Rule 64 Thrust shaft, diameter at collars as per Rule 7.04  
 as fitted 4 Tube Shafts, diameter as per Rule 7.51 as fitted 7.51  
 as fitted 7.51 Is the tube shaft fitted with a continuous liner? Yes  
 Screw Shaft, diameter as per Rule 7.51 as fitted 7.51  
 Bronze Liners, thickness in way of bushes as per Rule 5/8 Thickness between bushes as per Rule 7/16  
 as fitted 5/8 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? 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 2¾ Stroke 14½ Can one be overhauled while the other is at work? Yes  
 Bilge Pumps worked from the Main Engines, No. one Diameter 2¾ Stroke 14½ Can one be overhauled while the other is at work? Yes  
 Feed Pumps { No. and size 6 x 4¼ x 6 (one) Pumps connected to the Main Bilge Line { No. and size one 6 x 4¼ x 6 and Ejectors  
 How driven Steam How driven Steam  
 Ballast Pumps, No. and size 3 Lubricating Oil Pumps, including Spare Pump, No. and size 1  
 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"

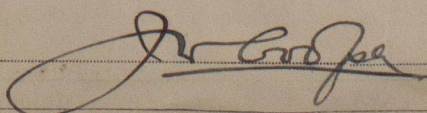
**Main Water Circulating Pump Direct Bilge Suctions, No. and size** one 3½"  
 No. and size one, 2½" Ejector Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes? Yes  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges? Yes  
 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? 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? Yes

**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. sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

**PLANS.** Are approved plans forwarded herewith for Shafting? Yes Main Boilers? Yes Auxiliary Boilers? Yes Donkey Boilers? Yes  
 (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,



Manufacturer.



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w1166-0068



Dates of Survey while building  
During progress of work in shops - - - 1929. Dec 14. 1930. Jan 15. 28. Feb 6. 12. 14. 17. 20. 21. 24. 26. 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 4/32 + 4/32  
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 Steel Identification Mark  
Screw shaft, material Steel Identification Mark Lengths 523 Steam Pipes, material Steel 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 foregoing reports enclosed refer also to ~~the~~ 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. 25th 3/3/30

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 H. Mackinder  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE. 1 APR 1930

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

CERTIFICATE WRITTEN.



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