

# Report of Survey for Repairs, &c., of Engines and Boilers.

No. 50662

23 MAY 1940

(Received at London Office)

MAY 24 1940

Date of writing Report 19... When handed in at Local Office 19... Port of **HULL**

No. in Reg. Book. **05142** Survey held at **Hull** Date, First Survey **14.5.40** Last Survey **17.5.1940**

on the Machinery of the **Wood, Iron or Steel** **K. AVANTURINE** (No. of Visits **3**)

Tonnage { Gross **296** Net **130** Vessel built at **Beverley** By whom **Book, Welton & Gemmell Ltd** Year. Month. **1930 3**

Nominal Horse Power **89 RHP.** Engines made at **Hull** By whom **B. D. Holmes & Co. Ltd.** When **1930 3**

No. of Main Boilers **One** Boilers, when made (Main) **1930** (Donkey)

No. of Donkey Boilers **nil** Owners **Kingston Steam Towing Co Ltd** Owners' Address **57 Andrews Dr.**

Steam Pressure in Main Boilers **200 lb.** Managers **Kingston Steam Towing Co Ltd** Port **Hull** Voyage **Fishing**

in Donkey Boilers ☒ If Surveyed Afloat ☒ in Dry Dock **L.N.E.R. Slipway**

Last Report No. Port Particulars of Examination and Repairs (if any) **B.S. & T.S.**

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **yes**

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler **16-5-40**

Did the Surveyor examine the Safety Valves of the Main Boiler? **yes**

To what pressure were they afterwards adjusted under steam? **200 lbs/sq"**

Did the Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **yes**

, and of the Donkey Boilers? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boilers? ☒

Did the Surveyor examine all the mountings of the Main Boilers? **yes**

, and of the Donkey Boilers? ☒

Is screw shaft now been drawn and examined? **yes** Is it fitted with continuous liner? **yes**

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **no**

Is shaft now been changed? **no** If so, state reasons

Is the shaft now fitted been previously used? ☒ Has it a continuous liner? ☒

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

State date of examination of Screw Shaft **14-5-40** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **close fit**

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ☒

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ☒

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done **Complete**

**Now done.**

**T.S.** Vessel placed on slipway. Tailshaft drawn, examined and found satisfactory. Sternbush renewed.

**B.S.** Propeller and outside fastenings examined.

**B.S.** Boilers examined in its entirety together with safety valves and mountings, all found or placed in good order.

Boilers examined under steam, and the main and superheater safety valves adjusted to the above stated pressure.

General Observations, Opinion, and Recommendation:— **The machinery of this**

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

**vessel so far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, and to have record of B.S. 5.40 and T.S. 5.40**

Voy Fee (per Section 29) **B.S.** £ **2** : **0** : **0** Fees applied for **23 MAY 1940**

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, **John Douglas**

Travelling expenses (if chargeable) £ : : 19

Committee's Minute **31 MAY 1940**

Signed **BS 5.40**

W1166-0053

Lloyd's Register Foundation



It is submitted that  
this vessel is eligible for  
THE RECORD. *B.*

Q. S. 40  
S. 40

29/5/40

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*[Faint handwritten notes, possibly bleed-through from the reverse side.]*

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12 22 June 2004

Adams

EXHIBIT A

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