

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

(Received at London Office)

Date of writing Report

19

When handed in at Local Office

28/1/

1941

Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Newcastle Date, First Survey 27.12.40 Last Survey 9.1.1941 (No. of Visits 3)

75472 on the Machinery of the Wood, Iron or Steel M.V. "HANNINGTON COURT"

Tonnage Gross 5449 Net 3247 Vessel built at Sunderland By whom Wm. Duxford & Sons Ltd When 1939 4
 Nominal Horse Power 516 Engines made at Sunderland By whom Wm. Duxford & Sons Ltd When 1939
 No. of Main Boilers — Boilers, when made (Main) (Donkey) 1939
 No. of Donkey Boilers 2 Owners Court Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Steam Pressure — Managers Haldin & Phillips Ltd. Port London Voyage
 in Main Boilers — If Surveyed Afloat or in Dry Dock Newcastle Q. Quay
 in Donkey Boilers 12000 (State name of Dock.) Redheugh

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

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. Not required

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

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

" " 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

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓ , 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? ✓ , and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has 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 ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

If 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.

Damage stated due to enemy bombing on Dec 3rd 1940 whilst on a voyage B.C. to U.K. For further particulars see ship's log books.

Propeller, sea connections & outside fastenings examined & found in order.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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.)

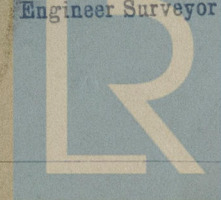
is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ 2 2 0 29 JAN 1941
 (per Section 29.) Received by me,
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute 11 FEB 1941

Assigned As now

J. H. Marshall
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W173-0046

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Yuni
10.2.41

Lloyd's Register
Foundation