

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

(Received at London Office FEB 28 1940)

Date of writing Report 19 When handed in at Local Office 15/2/40 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 26966 Survey held at South Shields Date, First Survey 4 Last Survey 12.2.1940 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel "JEVINGTON COURT"

Tonnage Gross 4544 Net 2746 Vessel built at Belfast By whom Workman Clark & Co. Ltd. When 1925 7

Engines made at Belfast By whom Workman Clark When 1925

Nominal Horse Power 419 Boilers, when made (Main) 1925 (Donkey)

No. of Main Boilers 3 Owners Court Line Ltd. Owners' Address London Voyage

No. of Donkey Boilers 180 Managers Haldin & Phillips Ltd. Port London

Steam Pressure in Main Boilers in Donkey Boilers If Surveyed Afloat or in Dry Dock Dry Dock Middle Dock Co. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER	Year assigned	Machinery and Boiler Surveys (including date of N.B. if any)
+100 A1 7,39 with freeboard		+LMC MS 6,37 BS 12,38 CL 6,37
S.S. ANT. N°3-6,37		

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking.

(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?

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

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.

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? No 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. Is electric light and/or power fitted.

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.

Now Done Vessel in dry dock, propeller and outside fastenings examined and found satisfactory.

B.S. Boiler Survey stated to have been carried out recently at Leith.

General Observations, Opinion, and Recommendation:—

(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., P.D., &c.)

The machinery of this vessel 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) (per Section 29.)	£	:	✓	Received by me,	19
Travelling expenses (if chargeable)	£	:	✓		

Committee's Minute TUE. 12 MAR 1940

Assigned As now

John W. Burrill
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W419-0074

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

Liability to ship

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