

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 21. 2. 1936 When boarded in at Local Office 21. 2. 1936 Port of NEWCASTLE ON TYNE

No. in Survey held at S. Shields Date, First Survey 27<sup>th</sup> Jan. Last Survey 11<sup>th</sup> Feb. 1936

32246 on the Ward Iron &amp; Steel S. S. "Quarrington Court" 11.

TONNAGE Built at Newcastle By whom J. &amp; W. Lamb &amp; Co. (1927) Ltd. When 1928 - 11

GROSS 6900 Owners United British S. S. Co. Ltd. Owners' Address

UNDER DECK 6563 Managers Haldin &amp; Phillips Ltd. Port belonging to London.

NET 4330 Surveyed Afloat or in Dry Dock? Both Name of Dock Readhead's D.D. etc. Destined Voyage

W.B. = Cell D. B. or D. Ba feet: a E &amp; B feet: f feet: Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

N.B. - All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 102480 Port Lon

+ 100 Al. with fuel. + LMC 8.32  
1234 36.136  
S.S. Sld 101.32 TS. 12.34 (C)

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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined Superintendent

not required.

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage &amp; Part S.S. No 2

Damage stated to have been caused by 1) heavy weather on various dates whilst on a voyage from Cardiff to Portland, Oregon from the 22<sup>nd</sup> Dec. 1934 to the 1<sup>st</sup> Feb. 1935; 2) collision with pier at Portland on the 3<sup>rd</sup> Feb. 1935 & 3) contact with & ranging against quay at Wauana on the 15<sup>th</sup> Feb. 1935.

Now done. Vessel placed in dry-dock, bottom &amp; rudder cleaned, examined &amp; recoated: the following repairs carried out:-

(See continuation).

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items
Renewed						2	4	2 deck abts. 5 rudder bushes.
Removed and Fairly or Repaired	13	4			4	2	1	Large keel
Faired or Repaired in place	8	9			4	1	1	

## PRESENT CONDITION OF THE

Docks	good	State if Tanks have been examined inside	yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessel (State if on 1st)	
Caulking of Decks	"	State if Tanks now tested	yes	Dblg. Plates under Sounding Pipes	"	When put on, Month	Year
Coamings	"	Bulkheads	good	Engine Room Skylights	"	Boats	good
Beams & Fencing	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	
Outside Plating	"	Cement or Asphalt (State which)	cement	Oil Bunkers	"	Condition, how ascertained	from deck.
in way of skylights	"	Rudder	good	Scuppers	good	(State if wedges removed)	
Breastheads	good	Steering gear and its connections	"	Cargo Hatchways	"	Sails	"
Transoms	"	Windlass	"	Hatches	"	Equipment letter	at
Frames	"	Have pumps now been examined and found efficient	✓	Planking of Wood Vessels		Anchors, No. of	33.15.
Reverse Frames	"	Have Sluice Valves now been examined and found efficient	✓	Caulking	ditto	Chain Locker	good
Longitudinals	✓	Have Watertight Doors now been examined and found efficient	✓	Treenails	ditto	Cables (State if now ranged)	yes.
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient	✓	Breastheads & Stems	ditto	.. length 270 mean diam. 2 5/16	✓
Floors	good			Transoms Pointers & Crutches	ditto	.. Rule length 270 size 2 5/16	✓
Keelsons	good			Timbers of Frame at openings	ditto	Hawser & Warps	Repaired complete
Stringers	good			Ditto Ditto at other places	ditto	Standing and Running Rigging	good.
Inner Bottom Plating	good			Stringers, Clamps & Shelf	ditto		
				Salting	ditto		

## General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of S. No. 1.24 and ptx024, &amp;c."

This vessel is in efficient condition &amp; eligible in our opinion to remain as classed &amp; to have record of survey 2.36 The notation S.S. No 2-36 to be deferred till the survey is completed.

Survey Fee (per Section 29) £ 18 0:0 Fees applied for.

Special Damage or Repair Fee (if any) £ 12 12:0

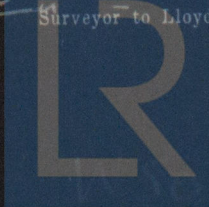
Travelling Expenses (if chargeable) £ 25.2.36

Second Surveyor's Fee (if any) £ 27/2

Committee's Minute note

Character Assigned 100% Without

Apt. Ind. 26/5/36 With freeboard

P. Horndale John A. Brown  
Surveyor to Lloyd's Register of Shipping.Lloyd's Register  
Foundation



"Disarrington Court"No 1 Damage (See also Nwc. Rpt. No 92983).

Upper deck in way of cross bunker hatch.

Port - 1 stringer plate, 2 deck plates & 1 deck doubling plate renewed.

1 " " removed, faired &amp; replaced.

1 deck plate faired in place.

Foundation angle of casing coal hatch in way renewed.

2 beams faired in place. 2 half beams removed, faired &amp; replaced.

Girder under deck faired in place.

Starb - 1 stringer plate, 2 deck plates & 1 deck doubling plate renewed.

1 " " faired in place.

2 beams faired in place 2 half beams removed, faired &amp; replaced.

Girder under deck faired in place.

Shell plates B 3 &amp; 4 removed, faired &amp; replaced.

" " C 2 &amp; 3 faired in place.

Port " " A 4 & B 1 & 2 removed, faired & replaced.

15 intercostal shell lugs renewed in No 1 tank.

Rudder lifted - 5 bushes renewed.

Steering gear &amp; leads opened up.

No 1 &amp; 2 D.B. tanks &amp; the fore peak tested.

No 2 Damage Port side.

Shell plates J 11 H 12 &amp; G 12 removed, faired &amp; replaced.

" " K 12 H 3 &amp; 5 &amp; F 12 faired in place.

4 main frames removed, faired &amp; replaced.

No 3 Damage Starb side.

Shell plates F 10 G 3 &amp; 6, J 14 &amp; H 14 removed, faired &amp; replaced.

" " E 9, F 9 &amp; G 14 faired in place.

9 frames faired in place.

1 margin bracket in E.R. renewed.

No 1 &amp; 4 &amp; 5 large keel plates removed, faired &amp; replaced.

No 2 " " " faired in place.

Shell bars faired in place as necessary.

Part S.S. No 2.

Vessel placed in dry-dock, bottom & rudder cleaned, examined & recoated. The holds & bunkers (except cross) cleared & examined, necessary ceiling removed. D.B. tanks examined internally & (except in way of cross bunker) tested. Peaks tested. The tween decks, peaks, E. & B. spaces, chain locker, decks, anchors, windlass, steering gear & leads & the air & sounding pipes examined. Cables ranged & examined. (See continuation No 2).



"Quarrington Court"

(2)

The D.B. tanks, hold bilges & the peaks cleaned & coated.  
Lower decks - rest angles on 4 coaling hatches renewed. 48 hatch  
 cleats renewed.

Aft peak wash plate angles part renewed.

The hatches, ventilators & covers, deck openings & the equip-  
 ment examined generally. Freeboard rough checked.

To complete the S.S. #2.

Plating under lights to examine. Cross bunker to examine  
 & tanks in way to test. The masts & rigging, hawsers, boats,  
 pumps, W.T. doors, ventilators & covers, casings & the hatch  
 coverings, covers, tarpaulins, etc. to examine. Freeboard to verify.

Note - The Superintendent states that the holds above ceiling  
 & the transom space will be cleaned & coated as necessary  
 by the crew.

L. J. J.



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