

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

(Received at London Office) 24 FEB 1936

Date of writing Report _____ to _____ When handed in at Local Office 17/31 1936 Port of _____

No. in Reg. Book. 32246 Survey held at S. Shields Date, First Survey 27 Jan Last Survey 10/21 1936 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel QUARRINGTON COURT
Tonnage Gross 6900 Net 4330 Vessel built at Newcastle By whom Northumbria S.S. Co. (1917) Ltd. When 1928-11
Engines made at Newcastle By whom Wallsend Shipway Co. Ltd. When 1928.
Nominal Horse Power 569 Boilers, when made (Main) 1928 (Donkey)
No. of Main Boilers 358 Owners United British S.S. Co. Ltd. Owners' Address _____
No. of Donkey Boilers _____ Managers (Haldin & Philippo Ltd) Port London Voyage _____
Steam Pressure in Main Boilers 180 X Surveyed Afloat or in Dry Dock Redheads Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) TS. Part MS.

(Periodical surveys, when held, must be reported in detail and seriatim 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 summarized 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? ho

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ho
If this was not done, state for what reasons? "Boilers not due for survey."

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 Efficient

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has 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?

Has shaft now been changed? ho 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 28/1/36. 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey the Auxiliary pumps and pumping arrangements require to be examined, also Deck Installation. Owners Supt states this will be carried out at the first possible opportunity.

NOW DONE. Vessel placed in dry dock. Tail shaft drawn, examined, and refitted, examination made of propeller, stern bush, sea connections and underwater fastenings. Lower half bush rewooded. Main engines opened out and examination made of cylinders, pistons, valves, crank, thrust and tunnel shafting and bearings, feed, bilge air and circulating pumps and connections, steering engine and windlass, Condenser tested. A number of minor overhaul repairs effected.

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, R.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

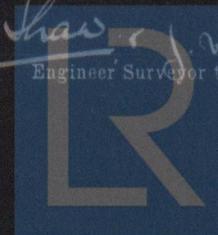
as now seen is in our opinion eligible to remain as classed, with fresh record of T.S. CL. 1.36 and M.S. 2.36 when survey has been completed as above.

Survey Fee (per Section 29) M.S. £ 10 : 0 : 0 Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29) £ : :
Travelling expenses (if chargeable) £ : : Received by me, 20-2 1936

Richard Shaw, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



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Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a certificate required? If so, to be sent to

Handwritten text, possibly a signature or name, written diagonally in the bottom left corner.



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