

REPORT of SURVEY for REPAIRS, &c.

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

No. in Reg. Book. Survey held at Liverpool Date, First Survey 27/5/36 Last Survey 6/6/1936
32246 on the Wood, Iron or Steel E. S. QUARRINGTON COURT. (No. of Visits 5)TONNAGE:- Built at Newcastle By whom Northumberland SBC Ltd When 1928-11
GROSS 6900 Owners United British S.S. Co Ltd Owners' Address
UNDER DE. 6563 Managers Halden Phillips Ltd (if not already recorded in Appendix to Register Book).
NET 4330 Port belonging to LondonSurveyed Afloat or in Dry Dock? Yes Name of Dock Jackson & Hornby Destined VoyageWB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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. 93484 Port NWE

(Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized 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

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 6 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey No 2. See
Nwe. Rpt. No 93484.

S.S. No 2:-

Vessel examined afloat. An examination made of plating under sidelights, cross bunker, masts, rigging, hawsers, boats, pumps, W.T. doors, ventilators & covers, coamings, hatch coverings, covers, tarpaulins, foreward bulkhead & double bottom tank in way of cross bunker tested. Foreward renewal survey carried out & new certificates issued.

Survey Repairs:- A number of hatch covers renewed & some minor repairs carried out. Rigging part renewed (previously). P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	<u>good</u>	State if Tanks have been examined inside	<u>no</u>	Air and Sounding Pipes	<u>as above found</u>	Copper, or Y.M. of Wood Vessels	<u>✓</u>
Caulking of Decks	<u>do</u>	State if Tanks now tested	<u>yes as above</u>	Dblg. Plates under Sounding Pipes	<u>✓</u>	(State if on Vell).	
Coamings	<u>do</u>	Bulkheads	<u>as above found</u>	Engine Room Skylights	<u>good</u>	When put on, Month	<u>Year</u>
Beams & Fastenings	<u>as above found</u>	Ceiling	<u>do</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>do</u>	Boats	<u>good</u>
Outside Plating	<u>✓</u>	Cement or Asphalt	<u>✓</u>	Oil Bunkers	<u>✓</u>	Masts, Yards, &c.	<u>do</u>
" " in way of sidelights	<u>good</u>	(State which.)	<u>✓</u>	Scuppers	<u>good</u>	Condition, how ascertained	<u>by examination</u>
Breasthooks	<u>✓</u>	Rudder	<u>✓</u>	Cargo Hatchways	<u>do</u>	(State if wedges removed)	<u>none</u>
Transoms	<u>✓</u>	Steering gear and its connections	<u>good</u>	Hatches	<u>do</u>	Sails	<u>✓</u>
Frames	<u>as above found</u>	Windlass	<u>do</u>	Planing of Wood Vessels	<u>do</u>	Equipment letter	<u>at</u>
Reverse Frames	<u>✓</u>	Have pumps now been examined and found efficient?	<u>do</u>	Caulking	<u>ditto</u>	Anchors, No. of	<u>35-15</u>
Longitudinals	<u>✓</u>	Have Sluice Valves now been examined and found efficient?	<u>✓</u>	Treenails	<u>ditto</u>	Chain Locker	<u>✓</u>
Transverses	<u>✓</u>	Have Watertight Doors now been examined and found efficient?	<u>good</u>	Breasthooks & Stemson	<u>ditto</u>	Cables (State if now ranged)	<u>no</u>
Floors	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>do</u>	Transoms Pointers, & Crutches	<u>ditto</u>	" length	<u>mean diamr.</u>
Keelsons	<u>✓</u>			Timbers of Frame at openings	<u>ditto</u>	" Rule length	<u>size</u>
Stringers	<u>✓</u>			Ditto Ditto at other places	<u>ditto</u>	Hawser & Warps	<u>good</u>
Inner Bottom Plating	<u>as above found</u>			Stringers, Clamps & Shells	<u>ditto</u>	Standing and Running Rigging	<u>do</u>
				Salting	<u>ditto</u>		

General Observations, Opinion as to Class, Recommendation, &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 ss No. 1-24 and ptND24, &c."

This vessel is in my opinion eligible to remain as now classed without fresh record of survey, & notation now of S.S. Nwe. No 2-36.

Survey Fee (per Section 28)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 28)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

100 A1
with fhd.
S.S. Nwe No 2-36.
+ LMC. M.S. 2-36.

CERTIFICATE WRITTEN 27.36

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Noti

Rw

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.