

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

(Received at London Office) 17 JUN 1936

Date of writing Report 12th June 1936 When handed in at Local Office 10 Port of London

No. in Reg. Book. 32246 Survey held at Liverpool & Garston Date, First Survey 27 May Last Survey 6th June 1936 (No. of Visits 3)

Quarrington Court on the Machinery of the Wood, Iron or Steel

Tonnage Gross 6900 Net 4330 Vessel built at Newcastle By whom Humbly & Co (1927) Ltd When 1925

Nominal Horse Power 569 Engines made at Newcastle By whom Milnes & Sons Ltd When 1928

No. of Main Boilers 3 Boilers, when made (Main) 1928 Owners' Address London (Donkey) ✓

No. of Donkey Boilers 1 Owners United British S.S. Co Ltd Managers' Address London (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers Boiler Managers Haldin Phillips Ltd Port London Voyage ✓

In Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock) Garston & Hornby St Liverpool Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) MS

(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? no

Donkey ✓

If this was not done, state for what reasons? not due

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) pod

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

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

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

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 ✓

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 Complete - see New Castle port no 93484

Examined the Auxiliary pumps and pumping arrangement.
Examined the Fan Engine & Auxiliary Engine.
Examined the main steam pipes as far as practicable
 Electric light installation generally examined, tested for insulation resistance and tried under working conditions. Fittings on main and distribution switchboards and the cables, as far as practicable, examined and now, in completion of minor repairs, satisfactory.

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

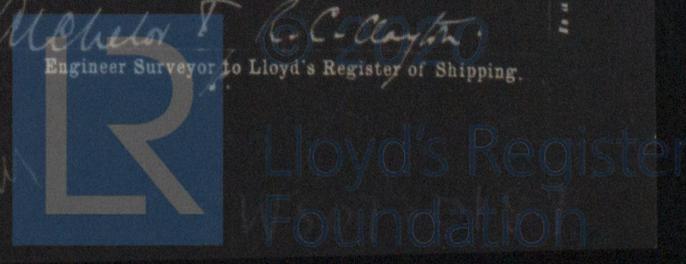
The machinery of this vessel is in safe working condition and liable in my opinion to remain as classed with port no 93484.

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

Received by me, 18 6 36 24/6

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + L.M.C. - MS. 2.36.
2736



1000-335-Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 Insert Character of Ship and Machinery precisely as in the Register Book.

*Clayton's Register
with
Lloyd's Register*



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Foundation