

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

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 10 Port of London

No. in Reg. Book. 82426 Survey held at London Date, First Survey 10 Feb 37 Last Survey 19 February 1937 (No. of Visits 4)

on the Machinery of the Wood Frame Steel S.S. QUARRINGTON COURT

Tonnage Gross 6900 Net 4330 Vessel built at Newcastle By whom Northumbrian S.B.C. 1927 When 1928-11

Nominal Horse Power 569 Engines made at do. By whom W. & A. Shipley & Co. Ltd When 1928

No. of Main Boilers 3 Boilers when made (Main) 1928 Owners' Address Cont. Luni Ltd. (Donkey)

No. of Donkey Boilers 1 Managers Haldin & Phillips Ltd. Owners' Address Port (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs Surveyed Afloat or in Dry Dock Survey Dks. Port Voyage

in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 107296 Port LondonParticulars of Examination and Repairs (if any) B.S.

(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? Yes

" " Donkey " " " ✓

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 Port 10-2-37 Centre 11-2-37 Star 15-2-37 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

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? Yes

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? Yes

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

How done:- All three main boilers examined throughout and found in satisfactory condition. Safety valves afterwards adjusted under steam as stated above. Minor renewals and repairs to boiler mountings.

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, B.S. & S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

as now seen is in my opinion eligible to remain as classed and to have fresh record of B.S. 2.37.

Survey Fee (per Section 29) £ 40 0 0 Fees applied for 19

Special Damage or Repair Fee (if any) £ : (per Section 29.)

Travelling expenses (if chargeable) £ : Received by me 19

Committee's Minute FEB 20 FEB 1937

Assigned B.S. 2.37

J.H. Millar & D.F. Chapman  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

