

(Received at London Office.

No. 25233

Rpt. 8.

		YEAR.	MONTH.
TONNAGE:—	Built at <u>Groon</u>	By whom <u>Alcoa & B. Co. Ltd</u>	When <u>1928</u> <u>10</u>
\$ <u>824</u>	Owners <u>J. Hay & Sons Ltd</u>	Owners' Address <u>—</u>	(If not already recorded in Appendix to Register Book).
ER DK. <u>561</u>	Managers <u>—</u>	Port belonging to <u>Glasgow</u>	
<u>405</u>			

3.—All alterations in the existing records should be underlined.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete
veys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations
sequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to
uses; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the
ment of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.
to the dates and initials of any letters respecting this case.

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

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

OR EXAMINATION AS PER RULE, FOR *Docking*.

Done: Vessel drawn up on shipway, shell & rudders cleaned, examined & recoated.
General examination made of hold machinery spaces, coal bunker (above coal)
cks, casings, hatch & ventilator casings & covers, closing appliances, steering gear
to connections, windlass & general equipment.
Welds: Stem bar, cut over to start in way of C & O strakes, cropped removed, faired & replaced. Butts
welded. C 17 01 plate (S.S.) cropped removed & panel plate fitted
" " (P.S.) faired in place
Small fracture in C.S. plate, weed out & welded. Doubling plate fitted in way.
Wood belting on port side aft. part renewed.
Two aft lengths of bilge keel bar removed, faired & replaced.

DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
... ..								
and Failed or Repaired								
Repaired in place ...								

CONDITION OF THE		good		Bulkheads <i>(part in!)</i> good		Engine Room Skylights <i>good</i>		Copper, or Y.M. <i>(State if on Felt.)</i>	
ks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year		
ings <i>(part in!)</i>	"	Cement or Asphalt	—	Oil Bunkers	—	Boats	<i>good</i>		
"	"	Rudder	<i>good</i>	Scuppers	<i>good</i>	Masts, Yards, &c.	"		
In way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained <i>from deck</i>			
<i>(part in!)</i> good	—	Windlass	"	Hatches	"	<i>(State if wedges removed.)</i>			
mes	—	Have pumps been examined and found efficient?	<i>not in!</i>	Planking	—	Equipment letter	<i>R.</i>		
als	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Anchors, No. of	<i>30. 15</i>		
s	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Cables <i>(State if now ranged)</i>	<i>no.</i>		
	—	Have Ventilators and their Coamings been examined and found efficient?	—	Breasthooks & Stemson	—	" length	<i>30 in. mean diam.</i>		
om Plating <i>(part in!)</i> good	—		—	Transoms, Pointers & Crutches	—	" <i>(State if on board.)</i>	<i>30 in. diam.</i>		
Tanks been examined internally <i>one fresh</i>	—	Air and Sounding Pipes	<i>good</i>	Timbers of Frame at openings	—	" Rule length	<i>30 in.</i>	size	
Tanks been tested? <i>one fresh</i>	—	Doubling Plates under Sounding Pipes	—	Stringers, Clamps & Shelves	—	Chain Locker	—		
	—		—	Sarking	—	Hawsers & Warps	<i>good</i>		
	—		—	<i>State if examined.</i>	—	Standing and Running Rigging	"		
	—		—		—	Sails	—		

al 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 survey, thus, for example:—"_____ to remain as *classified in the Register Book without fresh record of Survey,*" "*to remain as classified and to have record of* y, 1,38," or "*to remain as classified and to have record of survey, 1,38, and the notations of as No. 1-38.*"

vessel, as far as now seen, is in good efficient condition eligible, in my opinion, to remain as now
 with fresh record of docking survey, 9.54. Subject, as at present, to 30 fms of cable to supply
 first opportunity & deal with buckled hull plate No. 3 from aft & set in shell plating (P.S.F.) by
 special survey.

(per Section 29) £ : : Fees applied for,
 Repairs or Repair Fee (if any) £ 5 : 5 : 0. 29/5/1954
 (Sec. 29)
 Expenses (if chargeable) £ : : Received by me,
 19
 Surveyor's Fee (if any) £ : :
 J. J. Jamieson © 2020
 Surveyor to Lloyd's Register of Shipping.

e's Minute **GLASGOW** 5 OCT 1954 *W* *Next*
 Assigned 9.54 P.M. Subject *for* *Reader* B.5 9.54

Is Certificate required? If so, to be sent to

"The Countess"

Fore peak tank tested after completion of repairs & found satisfactory
wood ceiling in holds part renewed.
steering gear chains annealed, one sheave retubed.
minor repairs also effected.
annual load line survey effected.
S. R. Dist 1. Buckled hull plate n^o 3 from aft. & shell plating P.S.F. examined
remains efficient.
30 fms of cable was not available for placing on board.

Vessel unstripped 9.9-54.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patents.

If Stockless, state Mechanical Test.

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

CHAIN CABLES.

[illegible]

on B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.