

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 20:9:54 When handed in at Local Office 27th SEPT. 1954 Port of GREENOCK
 No in Reg. Book Survey held at PORT GLASGOW Date First Survey 7:9:54 Last Survey 18:9:54
 No. on the Machinery of the Wood, Iron or Steel SS "THE COUNTESS." (No. of Visits 4)

Tonnage { Gross 824 Vessel built at TROON By whom AILSA S.B. CO LTD. Year. Month. 1928-10
 Net 405 Engines made at Do. By whom Do. When 1928-10
 As Per Rule 115 Boilers, when made (Main) 1928 (Donkey) - When 1928-10
 No. of Main Boilers 158 Owners J. HAY & SONS LTD. Owners' Address -
 " " " 2021 Managers - (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock BOTH ON SLIPS & AFLOAT Port GLASGOW Voyage -
 Steam Pressure 200lbs/sq (State name of Dock.) CASTLE YARD. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. - Port -
 Particulars of Examination and Repairs (if any) DOCKING: BS.
 Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

HULL		MACHINERY	
+100 AI	8,53	+LMC	10,51
SS PGL	10,51(DK)	BS	8,53
		TSC L	7,53

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 ✓
 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 " " " " ✓
 Do not state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? -
 Did 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? ✓
 The latest date of internal examination of each boiler 14:9:54 Present condition of funnel(s) EFFICIENT.
 Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 200 lbs/sq.
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 Boilers? ✓
 Did the Surveyor examine all the mountings of the Main Boilers? YES and of the Donkey Boilers? ✓
 Has the screw shaft now been drawn and examined? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? No
 Has the shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -
 Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the screw bush 1/8" Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? ✓
 The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓
 The parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete for Docking and BS.
Work done for Docking:- Vessel placed on slip. Propeller, aft end of stem tube and all outside fastenings examined and found satisfactory.
Work done for BS:- Main boiler opened up, examined internally and externally together with safety valves, manholes, doors and their fastenings and all mountings and all found as listed in efficient condition. Main boiler examined under steam and its safety valves adjusted satisfactorily to above pressure.
Work done for Repairs (wear and tear):- Starboard safety valve seat and lid renewed. Main stop valve seat secured. Several tubes expanded on front and back tubeplates. Two back stays caulked on outside and nuts replaced. Rivets in lower run of front circumferential seam set up. Starboard butt strap caulking edge built up over about 1" and recaulked. Minor repairs effected.

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, etc.)
The machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed with fresh record of survey BS 9,54.

Fee (per Section 23) BS £ 5:0:0
 Damage or Repair Fee (if any) £ : :
 Expenses (if chargeable) £ : :
 Date of Survey GLASGOW 5 OCT 1954
 Signature A. R. Marté Engineer Surveyor to Lloyd's Register of Shipping.
 Date of Report BS 9,54



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

2000
Jan
4.10.14



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