

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

(Received at London Office)

Date of writing Report 20:9:1954 When handed in at Local Office 27<sup>th</sup> SEPT. 1954 Port of GREENOCK

No in Reg. Book. Survey held at PORT GLASGOW. Date. First Survey 7:9:54 Last Survey 18:9:1954

20103. on the Machinery of the ~~Wood, Iron or Steel~~ SS "THE COUNTESS." (No. of Visits 4)

Tonnage {	Gross	824	Vessel built at	TRON	By whom	AILSA S. B. CO LTD.	Year.	Month.
	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		-	Port	GLASGOW.		Voyage		
Steam Pressure—			If Surveyed Afloat or in Dry Dock	BOTH ON SLIPS & AFLOAT				
In Main Boilers		200lbs/sq	(State name of Dock.)	CASTLE YARD.				
Donkey Boilers		-	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).					

Particulars of Examination and Repairs (if any)	Port	HULL	MACHINERY
Periodical Surveys, when held, must be reported in detail and serially 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.	DOCKING : BS.	+100 AI 55 PGL	8, 53 10, 51 (De)
			+LMC 10, 51 BS 8, 53 TSCL 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? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

Large Watertight not fitted.

Donkey

What parts of the Boilers could not be thus thoroughly examined?

at 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? }

Latest date of internal examination of each boiler

14:9:54

the Surveyor examine the Safety Valves of the Main Boilers? YES Present condition of funnel(s) EFFICIENT.  
 the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? 200 lbs./sq."  
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES  
 the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

he Surveyor examine all the mountings of the Main Boilers? YES ✓  
 the screw shaft now been drawn and examined? No ✓ Has it a continuous liner? - ✓  
 shaft now been changed? No - Is an approved oil retaining appliance fitted at the after end? No  
 approved oil retaining appliance fitted at the after end? - - Has the shaft now fitted been previously used? - - Has it a continuous liner? -

ru bush 7/8" 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.

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 bolts opened up, examined internally and externally together with safety valves, man holes, doors and their fastenings.

placed in efficient condition. Main bolts 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 tanks.

circumferential seam set up. Starboard butt strap caulking edge built up over about "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.

00 (per Section 23)..... **BS** £ **5:00**<sup>1</sup>  
 Damage or Repair Fee (if any)..... £ : :  
 (per Section 23.)  
 Expenses (if chargeable)..... £ : :  
 Fee's Minute..... **GLASGOW**  
 d..... **BS 9.54**

Fees applied for,  
 29<sup>th</sup> SEPT 1954  
 Received by me,  
 19.....  
 A. R. Morta.  
 Engineer Surveyor to Lloyd's Register of Shipping.

5 OCT 1954

Is a Certificate required



2000  
Sen  
4.10.14



© 2020

Lloyd's Register  
Foundation