

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

(Received at London Office) THU. 17 MAY. 1917

of writing Report 16/5-10 17 When handed in at Local Office 19 Port of **NEWPORT, MON.**

Survey held at **NEWPORT, MON.** Date, First Survey 4 Last Survey 16 May, 1917 (No. of Visits)

on the Machinery of the **Wood, Iron or Steel** *S/S Countess of Mar* Master

Gross 2234 Vessel built at **Allox** By whom **John SB & Eng Co Ltd** When 1916. 10

Net 1363 Engines made at **Newcastle** By whom **H & Marine Eng Co Ltd** When 1916

Power 207 Boilers, when made (Main) 1916 (Donkey)

Donkey Boilers 2 Owners **Luscombe & Co Ltd** Port **London** Voyage

Pressure 180 If Surveyed **at or in Dry Dock** Announced by **SA** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) **Docking**

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 those being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Special 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?

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

Where a thorough examination was not done, state for what reasons?

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

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? 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? , and of the Donkey Boiler?

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? , and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **Guard ring not secured**

Where a survey is not complete state what arrangements have been made for its completion and what remains to be done?

Docking after striking enemy submarine on the 6th of May

Vessel placed in dry dock. Propeller & fastenings of the cone examined & found in order

General Observations, Opinion, and Recommendation:— **The Machinery of this**

vessel is now in a good & efficient condition, eligible to remain as classed without Fresh Record.

Fee (per Section 25) £ 19
Damage or Repair Fee (if any) (per Section 25.) £
Printing Expenses (if chargeable) £

Fees applied for 19
Received by me, 19

John B. Condon
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 22 MAY. 1917

Signed **As now**



Lloyd's Register Foundation

W941-0124

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

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

Propeller & fastenings found for
damage through striking submarine

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

N.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.

[Signature]
17.5.17

THE SURVYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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