

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

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

of writing Report 16/5 When handed in at Local Office 17 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 SS Countess of Mar Master John S B & Eng Co Ltd  
Gross 2234 Vessel built at Allox By whom John S B & Eng Co Ltd When 1916 MONTH 10  
Net 1363 Engines made at Newcastle By whom John S B & Eng Co Ltd When 1916  
Power 207 Boilers, when made (Main) 1916 (Donkey)  
Main Boilers 2 Owners Luscombe & Co Ltd Port London Voyage  
Donkey Boilers 1 If Surveyed at or in Dry Dock Particulars of Classification (which must be inserted  
Pressure 180 (State name of Dock.) precisely as in Register Book & Supplements).

Report No. 10041 Port 10.16

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.

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?

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

" Donkey " " "

was not done, state for what reasons? Yes

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

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? Yes

Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? Yes

Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? Yes

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Shaft now been changed? Yes If so, state reasons Yes

Shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? Guard ring not secured

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

Insol 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)..... £ : : Fees applied for  
Damage or Repair Fee (if any)..... £ : :  
(per Section 25.)  
Working Expenses (if chargeable)..... £ : :  
Received by me, 19

Committee's Minute TUE. 22 MAY. 1917

Signed As now

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



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**.

*J.H.*  
17.5.17

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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