

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 26 1915 When handed in at Local Office 1915 Port of Dublin

No. in Reg. Book 68 Survey held at Dublin & Arklow Date, First Survey 23<sup>rd</sup> Mar/14 Last Survey 20<sup>th</sup> July 1915  
(No. of Visits 14)

on the Wood, Iron or Steel 3 Mast Schooner Olivea Master C. Kearney

TONNAGE:— Built at Arklow By whom Arklow S.B. Co When 1891 9

GROSS 125 Owners J.D. Baran (S. Shephard & Co) Port belonging to London

UNDER DE. 123 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 99 Surveyed Afloat or in Dry Dock? both Name of Dock Ringsend No 14 Destined Voyage Arklow & Coast

W.B=Cell DBor DBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. }  
N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 63574 Port LIV  
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In 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? Not wanted also whether any damage report was made, and, if so, by whom? — Not wanted

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 2. vessel placed in the above named dry dock & Holds & Reeks Cleared - Ceilings raised as per escap of Rule & the Floors Frames reverse frames stringers Keelson & all inner surfaces examined & found in placed in good condition Bottom & Rudder examined & subsequently recoated. Cement found good Decks examined & found good - Masts Spars & Rigging ex<sup>d</sup> Formers Report attached Anchors & Chains examined - Anchor <sup>slightly</sup> repaired & 3 lengths of Chains Cable renewed Windlass & Pump examined & found efficient Repairs stated to be due to Collision with another vessel. A bulwark plate on Starboard fore Cropped & part renewed - a sheerstrake plate under - removed faired & replaced - a plate in first stroke

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	1							
Removed and Faired or Repaired ... ..	1							
Faired or Repaired in place ... ..	2	5						

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement on Asphalt (State which.)	Rudder	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Trenails	Breasthooks & Stems	Transoms, Pointers, & Orutches ditto	Timbers of Frames at openings ditto	Ditto ditto at other places ditto	Stringers, Cleats & Shelves	Salting (State if examined.)	Copper, or I.M. of Wood Vessels (State if on Feet.) When put on, Month Year	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	length (on board)	Rule length (per Table 22)	Hawsers & Warps	Standing & Running Rigging
Decks <u>good</u>	<u>good</u>	<u>good</u>	<u>✓</u>	<u>✓</u>	<u>1 new good</u>	<u>new</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>yes</u>	<u>new good</u>	<u>✓</u>	<u>clean</u>	<u>good</u>	<u>plank new</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>yes</u>	<u>good</u>	<u>4</u>	<u>4</u>	<u>135</u>	<u>135</u>	<u>support</u>	<u>good</u>					

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel is in efficient condition & eligible in my opinion to remain as classed with record of survey 1-15 & the notation of S.S. No 2 - also the Fresh notation of Aux Motor fitted 1-15 in the Register Book.

Survey Fee (per Section 22) No 2 £ 1 : 10 Fees applied for, 26/1/1915  
Special Damage or Repair Fee (if any) £ 1 Received by me, 17/2/15  
Travelling Expenses (if chargeable) yes £ 2 : 10  
Second Surveyor's Fee (if any) £ 10

Committee's Minute TUE FEB 2 - 1915  
Character Assigned 100 A 1  
S.S. No 2 - 15

Surveyor to Lloyd's Register of British & Foreign Shipping. MacWilliam  
Lloyd's Register Foundation

If a Survey also been held on the Machinery of the Ship, as to the Report sent here, or when will it be sent?

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below sheer framed in place 5 Frames in way of above found in place Gunwale Angle partly riveted Cement in waterway made good Repair due to wear Main Mast Stroke below sheer on both sides doubled from stem with 5/16 plates 13 feet long fitted intercostally Truncated wood deck caulked throughout Rudder repairs with a new lower pentle a forked forging into gudgeon bushes

The Stern alterations, new engine room WT Bulhead, & Motor seating Floors etc as per approved plans enclosed have been satisfactorily carried out - a 3 1/2" bore Hand pump has been fitted on the deck with its suction to the engine space The sea connections, stem tube & screw shaft are well fitted. & the engine etc is effectually secured to the seatings. 2 Fire extinguishers are on board one in engine room & one on deck - The deck Benches where cut to admit the engine, have been effectually made good - & a deck House on strong P.P. Cummings with good skylights fitted access to the engine room is aft & above the Cummings & weather secured - It is stated that on a run from Ringsend to Arklow, about 40 miles, this motor engine can well make the passage without suits in 6 hours - But inasmuch as the screw shaft is under the required diam. & none of the shafting has been

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 TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower ...															
	2nd ..															
	3rd ..															
	Collective Weight.															
	Stream .....															
	Kedge.....															

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

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 22.		Length.	Diam.				
						Tons.	Owts. qrs. lbs.			Owts. qrs. lbs.			
15524	45	1	18	27	23	3	12				Steel Link	Higley	Aug 26 - 1914 Cradley Heath Paul

Iron Stream Chain or Steel Wire...

Seen by the Society's Surveyors nor the Cylinders tested as required by rule no recommendation is made for this Motor to have any Certificate or Machinery particulars being entered in the Register Book - All the Machinery plans are enclosed.

MW

N.B. - If this Report is copied by Copying Press, special 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.