

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

(Received at London Office.)

No. 10580 Date of Writing Report 30th March 1891 Port of Glasgow
 No. in Reg. Book 71 Survey held at Glasgow Date, first Survey 10th Feb^y Last Survey 27th March 1891
 on the Machinery of the S.S. "Lady Olive" Master Clark No. of Visits 19
 Tonnage Gross 1031 Net 570 Vessel built at Glasgow By whom A. J. Inglis When 1878-12
 Registered Horse Power 200 Engines made at " When 1878 Boilers, when made (Main) 1878 (Donkey) 1878
 No. of Main Boilers Two Owners British & Irish St. M. Coy. Port Dublin Voyage coasting
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery
 in Donkey Boiler ✓ (State name of Dock.) Cothouse Slip (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100A1 3-90

Last Survey No. Port Particulars of Examination and Repairs (if any) Annual S.S. Dub^y 2-87 L.M.C. 4-90
 (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 should be separated from

Repairs due to other causes. State also the dates and initials of any letters respecting this case
 Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes
 If this was not done, state for what reasons? ✓
 And what parts of the Boilers could not be thus thoroughly examined? ✓
 Also 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? ✓

The engines and boilers opened out for survey. The crank shaft out of line and worn down; recommended lining up, and readjustment of main bearings, the liners to be pinned on to the brasses, to better hold them together where cracked. In No. 2 Bearing is a longitudinal flaw, about 9" long extending into the journals about an inch at deepest part; as the shaft is large in diameter for the pressure carried, it is considered safe at present. The cylinders, pistons, slide valves, and pumps, were opened up and examined. When on the above slip, the sea-cocks were taken adrift and examined, recommended the donkey suction cock to be rebolted to side of vessel, and a new brass washer fitted on the spigot externally; the propeller and fastenings appeared tight, and in good order.

In examination of the main boilers, the furnaces on the top halves, and parts of the combustion chamber backs and sides, were corroded and wasted; a considerable number of the screwed stays were thin, and reduced in section; the following repairs were considered necessary to place the boilers in an efficient state.

Star² Boiler. In Star² wing furnaces. — A new top half to furnace, a saddle piece to same; on combustion chamber side (star²) a plate about 3' x 3'; on combustion chamber back, a small circular patch, and 34 new screwed stays, to back and sides of chamber.
 In centre furnace. — A new top half to furnace; on combustion chamber, star² side, a plate about 3' x 3'; on port side of chamber, a plate 4' x 3'; on back of chamber a plate 3' x 3'; and 46 new screwed stays to back and sides of chamber.
 In Port wing furnace. — A new top half to furnace, and saddle piece to same. P.T.O.

General Observations, Opinion, and Recommendation: — The machinery of this vessel, so far as seen, appears to be in good order, and is eligible, in our opinion, to remain as classed, with notification B.S. 3-91 after the main and donkey boilers have been seen under steam, and their safety valves adjusted to their respective working pressures.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 30/3 1891
Survey Fee (per Section 28).....	£	2	:	
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me, 3/3 1891

R. J. Davidge John Sanderson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 7 APL 1891 FRI. 17 APL 1891 FRI 22 JAN 1892 TUES. 26 JAN 1892 TUES. 2 FEB 1892 TUES. 15 MAR 1892 TUES. 22 MAR 1892
 Assigned hole for completion
 Glasgow Lloyds Foundation GLS162-0008(112)

10580 gls

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 cause it to show through to the other side.

It is submitted that this vessel will be eligible for the record B.S. 3 91 when the main and donkey boiler safety valves have been adjusted.
b. x. J.
C. J. L.

M.C. 3 91

J. M.

23/1/92

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Port of Glasgow

S. S. Lady Olive Continuation of Report No. 10580 dated 27th March 1891 on the

on port side of combustion chamber, a plate 3' x 2'; on star side of chamber, a plate 3' x 2'; and 22 new screwed stays to sides and back of chamber.

A patch was recommended to be fitted over thin part of front end plate, where leaky, several rivets in shell at bottom circular seam to be renewed, fourteen tubes to be renewed, and remainder driven up and expanded.

Port Boiler. In Star wing furnace. — A new top half to furnace; on back of combustion chamber, a small patch 18" x 10", and 21 new screwed stays to sides and back of chamber.

In centre furnace. — 6 new screwed stays fitted to sides and back of combⁿ chamber

In Port wing furnace. — A new top half to furnace, and saddle piece to same; on port side of combustion chamber, a plate 6' x 3', and 29 new screwed stays to back and sides of chamber; a patch was recommended to be fitted over thin part of front end plate, at flanging at port side, where leaky; eleven tubes to be renewed, the remainder to be driven up and expanded; a doubling plate to be fitted at inside of bottom manhole; several rivets to be renewed in butt strap at front end, port side, of shell.

Lining patches on bottom of steam receiver taken apart and repointed after examination of receiver. On completion of repairs these boilers were subjected to a test by hydraulic pressure, and found satisfactory.

The donkey boiler and its mountings were opened up for survey; as the bottom shell was wasted, it was considered advisable to have the bottom part of shell renewed all round; this has been done, and the boiler tested by hydraulic pressure with satisfactory results.

R. J. B.



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