

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

10780

No. 10580 Date of Writing Report 30<sup>th</sup> March 1891 Port of Glasgow (Received at London Office, N.O. 6 APR 1891)

No. in Reg. Book 71 Survey held at Glasgow Date, first Survey 10<sup>th</sup> Feb<sup>y</sup> Last Survey 27<sup>th</sup> 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 Boilers, when made (Main) 1878 (Donkey) 1878

Registered Horse Power 200 Engines made at Owners British & Irish St. M. Cryan Port Dublin Voyage Coasting

No. of Main Boilers Two Owners British & Irish St. M. Cryan Port Dublin Voyage Coasting

Steam Pressure in Main Boilers 150 Surveyed Afloat in Dry Dock Both Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100A 1 3-90

in Donkey Boiler 150

Last Survey No. Port Particulars of Examination and Repairs (if any) Annual S.S. Sub-2-84 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 journal 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 ship, 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.

Star<sup>2</sup> Boiler. In Star<sup>2</sup> wing furnace. — A new top half to furnace, a saddle piece to same; on combustion chamber side (star<sup>2</sup>) 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, star<sup>2</sup> 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
Survey Fee (per Section 28).....	£	2	:	30/3 1891
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	3/3 1891

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 7 APR 1891 FRI. 17 APR 1891 FRI 22 JAN 1892 TUES. 26 JAN 1892 TUES. 2 FEB 1892 TUES. 15 MAR 1892 TUES. 22 MAR 1892

Assigned hole for complexion

GLS162-0008(112)



10580 g<sup>2</sup>

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 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.

6. 4. 91  
C. J. L.

LMC-391

J. M.

23/1/92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation



Port of Glasgow

S. S. Lady Olive Continuation of Report No. 10580 dated 24<sup>th</sup> March 1891 on the

on port side of combustion chamber, a plate  $3' \times 2'$ ; on star side of chamber, a plate  $3' \times 2'$ ; 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  $18" \times 10"$ , and 21 new screwed stays to sides and back of chamber.

In centre furnace. — 6 new screwed stays fitted to sides and back of comb<sup>n</sup> chamber.

In Port wing furnace. — A new top half to furnace, and saddle piece to same; on port side of combustion chamber, a plate  $6' \times 3'$ , 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 refitted 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.

RFB



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GLS162-0008(2/2)