

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

(Received at London Office)

MON 14 JUN 1897

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. 115 Survey held at Glasgow Date, First Survey 4 Last Survey 5 June 1894

115 on the Machinery of the Wood, Iron or Steel S. S. Olive Master W. McQuigall

Tonnage { Gross 1141 Net 381 Vessel built at Glasgow By whom D. W. Henderson & Co When 1893 YEAR. MONTH.

Registered Horse Power 368 NHP Engines made at Glasgow When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 228 Owners A. A. Laird & Co Port Glasgow Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Hendersons Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 in Donkey Boilers 65

Last Survey No. Port

Particulars of Examination and Repairs (if any) Seacocks & connections.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Not done

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At 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?

Has the propeller shaft been drawn and examined at this time? yes

If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined the Seacocks & connections & found them good
The tailshaft was drawn in and found to be slightly wasted at forward
end of aft liner. One inch of the liner has been cut away & and the
wasted part trimmed down to a diameter of about 12 1/2 inches. This
part is still 3/4" larger than necessary. The shaft has been lapped near
the liners and is in a safe working condition. Shaft down about 3/6"

The machinery of this vessel appears to have been opened up
for the present Board of Trade survey, but was already closed up
again when the vessel came into dry dock.

General Observations, Opinion, and Recommendation:— As far as seen The

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&N.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

Machinery of this vessel is in a safe working condition and
eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 97)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

*State if Certificate is required

Committee's Minute

TUES 15 JUN 1897

Assigned

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

C. E. S. Brown

Lloyd's Register
Foundation

GLS178-0051

S.S. h. 01 due 8.97.

Screw shaft & sea-connections examined
& may be considered as part of special survey.

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 is eligible to
remain as CLASSED.

[Signature]

14.6.97



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