

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

MAR 13 1941

Date of writing Report

When handed in at Local Office 8: 3: 10 41

Port of

Glasgow

No. in Reg. Book. Survey held at

Glasgow

Date First Survey

6-3-41

Last Survey

7-3-1941

80712 on the Machinery of the Wood, Iron or Steel

OLIVINE

(No. of Visits 2)

Tonnage { Gross 929  
Net 494

Vessel built at Aberdeen

By whom J Lewis &amp; Sons Ltd

Year. Month.

Nominal Horse Power 140

Engines made at Aberdeen

By whom J Lewis &amp; Sons Ltd

When 1926-3

No. of Main Boilers 258

Boilers, when made (Main)

1926

(Donkey)

When 1926

No. of Donkey Boilers

Owners Wm. Robertson

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200

Managers

Port Glasgow

Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

afloat

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. % for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any)
+100A1 9-40		+LMC 1-38
SS 2nd No 3 1-38		BS A-40
		TS 2 5-39

Last Report No. 62885 Port Gls.

Particulars of Examination and Repairs (if any) BS.

(Periodical Surveys, when held, must be reported in detail and variation 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 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.

Was a damage report made by anyone else? If so, by whom?

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

Did the Surveyor personally go inside each Donkey Boiler separately 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?

State latest date of internal examination of each boiler 6-3-41.

Present condition of funnel good

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

To what pressure were they afterwards adjusted under steam? 200 lb./sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes

If so, state reasons.

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Complete

Now done - Boilers examined internally and externally together with all mountings and safety valves and found or placed in good order.  
Minor repairs effected.  
Safety valves adjusted under steam as above.

Edg  
8/3/41

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(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. 9,11, B.M.S. 9,11, & L.M.C. 9,11, or C.S. 3,4,

for as now seen is in efficient condition and eligible in our opinion to remain as classed with a fresh record BS 3-41.

Survey Fee (per Section 20) £ 3 :-

Fees applied for 11 MAR 1941

Special Damage or Repair Fee (if any) (per Section 20.) £ - :-

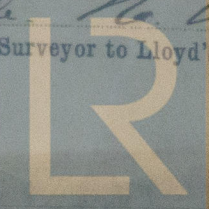
Received by me, 19

Travelling expenses (if chargeable) £ - :-

Committee's Minute GLASGOW

BS 3.41

11 MAR 1941

J.R. Dale No. 100000  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

W1153-0163



Attest

29

14/3/61

RETIRED

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Foundation