

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

(Received at London Office 21 NOV 1928)

Date of writing Report 19th Nov. 1928 When handed in at Local Office 19. 11. 28 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 30. 10. 28 Last Survey 1st Dec. 1928.
 80099 on the Machinery of the Wood, Iron or Steel S.S. "Oliva" (No. of Visits 2)
 Tonnage Gross 5694. Net 3336. Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1916-7.
 Nominal Horse Power 518. Engines made at do. By whom do. When 1916.
 No. of Main Boilers 3. Boilers, when made (Main) 1916. (Donkey) .
 Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 Managers Port London. Voyage
 No. of Donkey Boilers 1. Steam Pressure in Main Boilers 180 lbs. If Surveyed in Dry Dock Eldon Dry Dock
 in Donkey Boilers (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage.

(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 briefly summarised at the end of the report. 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? *Yes.*

Was a damage report made by anyone else? If so, by whom? *Captain & Mr. Gurney*

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

Do. " Donkey " " "

If this was not done, state for what reasons? *Not done.*

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?

To 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 under steam?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? *No.* Is it fitted with continuous liner?

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

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner?

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *1/4"*

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

Damage stated to have been caused through Chanding on Beacon Head. Isle of Man on 17th September 1928.

Now Done:- Vessel placed in dry dock: Propeller stern bush and outside fastenings examined. Propeller blades found somewhat chipped.

Mr. J. G. Brown, owner's representative states that this vessel is to be sold for breaking up.

Owner's specification for opening up machinery on account of damage and for special Survey is forwarded herewith.

General Observations, Opinion, and Recommendation:—

(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.S.M.S. 9.11, or S.L.M.C. 9.11, 140 lb., F.D., &c.)

This report is forwarded for the information of the Committee.

Survey Fee (per Section 24).....
 Special Damage or Repair Fee (if any).....
 Travelling Expenses (if chargeable).....

Fees applied for
 Received by me,
 19
 10

Committee's Minute GLASGOW 20 NOV 1928

Assigned *Deferred.*

TUE 8 JAN 1929

Engineer Surveyor to Lloyd's Register of Shipping.

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