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DUBLIN

28th. March 1916

FORWARDER'S OFFICE

No. 7. Indented.
No. 8. Badly indented.

Partly Stripped and fair in place.
Remove, fair and refit.

JOHN MACWILLIAM

Partly Stripped and fair in place.

First Survey

the Owners Representative on the 1st. March 1916, examine the
S.S. "LADY OLIVE" 701 Tons Gross Register. J. Connell, Master,
whilst in the Graving Dock here, in which dry-dock the vessel
had been placed for the purpose of ascertaining:-

1st. HULL. The damage stated to have been sustained in July
last by the vessel colliding with Fender Piles at
Southampton, whilst making that Harbour during bad
weather. For particulars see Ships Log Books.

2nd. MACHINERY It is stated that this vessels tail shaft
had during the month of February 1916 caused trouble by
running hot in the stern stuffing box and its gland,
necessitating the reduction of revolutions and of
continuous cooling from the water service, no water
finding its way from the sea through the stuffing box.

DAMAGE

RECOMMENDATIONS

H U L L

FORE SIDE



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(2)

DAMAGE

RECOMMENDATIONS

Forecastle Back Side plating
Numbered from Stem.

FORECASTLE SHEER STRAKE

- No. 2. Indented.
- " 3. Badly indented.
- " 4. Indented.

- Partly Unrivet and fair in place.
- Remove, fair and refit.
- Partly Unrivet and fair in place.

First Strake Below Sheer

- No. 1. Indented.
- " 2. Badly indented.
- " 3. Badly indented.

- Partly Unrivet and fair in place.
- Remove, fair and refit.
- Partly Unrivet and fair in place.

Upper edge of Main Sheer Strake,
set in.

Repair in place.

4 Frames in way of above, set
in.

Fair in place and rerivet.

Leading iron in way of above,
set in.

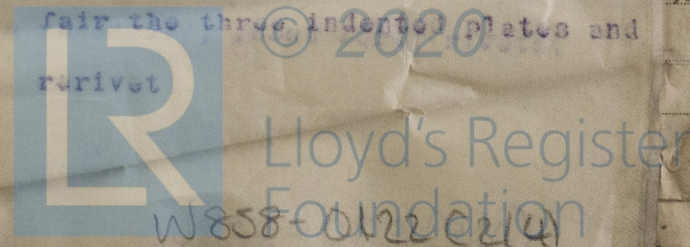
Remove to nearest butts, fair and
replace about Twenty Feet.

P.C. stringer plate and
in way of damage, set in.

Partly Unrivet, fair and rerivet
for about Ten Feet.

Plating around end of bolting,
more or less set in in three
strakes.

Partly Unrivet as necessary and
fair the three indented plates and
rerivet



(3)

DAMAGE

RECOMMENDATIONS

STEM PLATING & STEM

2 Stem Plates, P & S, the
second strake below Main Sheer,
slightly indented and rivetting
started.

Partly Unrivet fair and rivet.
Set up all started rivetting as
necessary and recaulk.

FORE PEAK TANK

Shell rivetting more or less
started on both sides.
the C.B. liner and stern gland
were found damaged the liner
being parted near its forward
end and the gland bushing damaged.

Set up defective rivetting in sea
and butts, about 300. Pare and
recaulk edges and butts of same,
about 60 Feet as necessary and re
very defective rivets where
necessary. Retest tank.

It is stated that on the vessel being docked the space between the
rivetting in shell plating at
fore end of No. 1. Ballast tank,
started.

Renew defective rivetting in Port
and Starboard Sides as necessary
(about 15). Test Ballast Tank.
Pare and recaulk adjacent seams as
necessary.

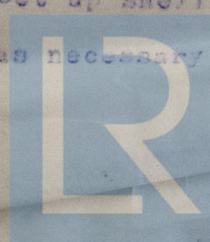
Two Keel plate butts, aft, slight-
ly, started.

Pare and caulk butts as necessary.

One length of Bilge Keel, Port
Side, buckled.

Remove about Twenty-six Feet and
fair and refit.

Set up shell rivets in way of same
as necessary, about forty rivets.



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