

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

AUG 28 1939

(Received at London Office)

Date of writing Report 24th AUG. 1939 When handed in at Local Office 24th AUG. 1939 Port of BARRY.

No. in Survey held at BARRY. Date, First Survey 3rd AUG. Last Survey 24th AUG. 1939
(No. of Visits 2)

2025 on the Machinery of the Wood, Iron or Steel 4 MASIEY BARQUE OLIVEBANK

Year. Month.

Tonnage } Gross 2795 Vessel built at GLASGOW By whom MACKIE & THOMSON When 1892 10
Net 2427 Engines made at ✓ By whom ✓ When ✓

Nominal orse Power } ✓ Boilers, when made (Main) ✓ (Donkey) 1933

No. of Main Boilers ✓ Owners REGERI A/B. OLIVEBANK Owners' Address ✓
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers G. ERIKSON Port MARIEHAMN Voyage ✓

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat, BARRY DOCK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100% (State name of Dock.)

Last Report No. 60330 Port Gt.

Particulars of Examination and Repairs (if any) P.B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 ✓

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? ✓

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 3-8-39 Present condition of funnel(s) ✓

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? yes To what pressure were they afterwards adjusted under steam? 100 lbs/0"

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? none fitted

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? yes

Has screw shaft now been drawn and examined? ✓ 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 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? ✓

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? ✓

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

Now Done:- donkey boiler opened up and examined internally and externally with its mountings and fittings. Check valve lid renewed, safety valve lids and seats skimmed and minor repairs effected.

Boiler examined under steam and safety valves adjusted to 100 lbs/0"

Washers noted.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far

(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, E.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

as now seen, is in good condition, and eligible in my opinion to remain as classed with fresh record of D.B.S. 8-39

Survey Fee (per Section 20) D.B.S. £ 2 : 0 : 0 Fees applied for 25/8/39

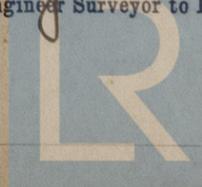
Special Damage or Repair Fee (if any) (per Section 29.) ✓ £ - : - : - Received by me, 28/8/39

Travelling expenses (if chargeable) ✓ £ - : - : -

Committee's Minute 8-8-39 1939

Assigned D.B.S. 8-39

John Gustafsson
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

If so, is the Report sent now, or when will it be sent?

10m. 438.—Transfer Ink. (MADE IN ENGLAND.) The Surveyors are requested not to write on or below the space for Committee's Minutes.

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

Is a Certificate required? If so, to be sent to