

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

(Received at London Office 7 JUL 1930 Port of **MELBOURNE**)

Date of writing Report 30th May 1930 When handed in at Local Office 19

No. in Reg. Book. 22809 Survey held at Melbourne Date, First Survey 27th May Last Survey 29th May 1930 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel 4th B. "OLIVEBANK"

Tonnage Gross 2495 Net 2242.4 Vessel built at Glasgow By whom Mackie & Thomson When 1892-10

Nominal Horse Power - Engines made at - By whom - When -

No. of Main Boilers - Boilers, when made (Main) - (Donkey) 1918-6

No. of Donkey Boilers 1 Owners G. Erikson Owners' Address Port Warrahmu Voyage

Steam Pressure in Main Boilers - Managers - If Surveyed Afloat or in Dry Dock afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100% Last Report No. 10231 Port Bel.

Particulars of Examination and Repairs (if any) D.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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. H. 28/3/30

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

Do. " Donkey " " " 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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 75 lbs.

Did the Surveyor examine the Safety Valve of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 75 lbs.

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 Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes 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 Yes

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

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

The donkey boiler examined externally & internally with its safety valve & mountings, afterwards examined under steam & safety valve adjusted as above. (With adjusting nut of safety valve screwed hard down on the casing, the above was the maximum pressure obtainable).

General Observations, Opinion, and Recommendation: - The donkey boiler of this vessel is now in good & efficient condition - eligible to remain as classed with fresh record of D.B.S 5,30.

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

Survey Fee (per Section 28) £ 3-30 Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ -

Travelling expenses (if chargeable) £ 15-0 Received by me, 19

Committee's Minute TUE 15 JUL 1930

Assigned 5-30

Signature of Engineer Surveyor to Lloyd's Register of Shipping

FRI. 23 OCT 1931
TUE. 12 AUG 1930
TUE. 8 FEB 1931
TUE. 24 NOV 1931

FRI. 8 JAN 1932

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

As a Certificate required, if so, to be sent to

D.S. due 1.30. Nels.

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 to cause it to show through to the other side.

*It is submitted that
this vessel is eligible for
THE RECORD. D.S. 5.30.*

*(25)
14/7/30*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.