

Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Olivial



(Not the Olivial)

Report compiled by:

Michael G. Ortel

Report Title:

**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
*Beginning***

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Date:

January 2021

Report Ref:

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1.0 Abstract

This report serves to provide a historical look into the “life” and “death” of the British Steamship *Olivial* which served as a cargo ship during the late 19th Century and early 20th Century. Based on the research, the author believes this ship to actually have been named *Olivia* and not *Olivial*. Aside from the title of this report it is referred to as *Olivia* herein.

Due to the COVID-19 pandemic and resulting health and safety concerns, this report is solely based on information available online or through email correspondence with others.

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2.5 Contributors

Ian Cundy, Malvern Archaeological Diving Unit (MADU)

2.6 Abbreviations

GRT	Gross Registered Tonnage
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
URL	Uniform Resource Locator

3.0 Introduction

The Malvern Archaeological Diving Unit (MADU), as a result of work performed on the Welsch designated wreck site known as the Diamond (between 2001 and 2009), has compiled a significant database of wrecks in the north end of Cardigan Bay in north west Wales. These wrecks date from as far back as 1590. MADU, in partnership with the Nautical Archaeology Society (NAS), have initiated the Welsch Wreck Web Research Project (North Cardigan Bay) by which individual volunteers select vessels from the database of wrecks to research.

This report on the Steamship *Olivial* is part of this volunteer research project and serves to provide the details and methodology of research, the results and findings, analysis, and recommendations.

The author of this report is an avid scuba diver with a strong interest in shipwrecks from both the historical aspect as well as experiencing them first-hand (i.e. shipwreck diving).

Prior to the start of this research, the information available in the database for this vessel was very basic and limited which appealed to the author as a good opportunity and challenge to investigate further to add significance to the historical record. The purpose of this research was not only to determine the facts surrounding the loss of the *Beginning*, but also to provide as much information and detail about the vessel and its seagoing life. Answers to the following specific questions were a goal of the research:

- What were the vessel's specifications?
- Where did the vessel travel and what type of service was it in?
- Who were the people involved with the vessel? (i.e. Captains, crew, owners, etc.)
- What was the story leading up to the wrecking?
- What caused the wrecking?
- What is the location of the wreck and are there any remains?
- What happened since the wrecking (recovery, salvage, etc.)?
- Has anyone previously investigated or researched the vessel back story?
- Has anyone dived, recorded, surveyed, or worked on the site?
- Were there other vessels named *Olivial* during the life of the subject vessel and what distinguishes them from the subject vessel? (This information will aid in the prevention of contaminating the historical record of the subject vessel provided herein and by other potential researchers)

4.0 Background

Prior to starting my research, the following information was on record and available from MADU or found directly from sources provided in original email correspondence. One of the goals of this research was to either confirm or correct the information below.

The information is presented here verbatim:

Larn, R. & Larn, B., 2000, *Shipwreck Index of the British Isles: Volume 5 – West Coast and Wales* . Lloyd's Register of Shipping. Section 5 - North Wales (EE)

Name:	OLIVIAL
Date of wrecking:	2/11/1917
Location:	Caernarfonshire, Bardsey Island, 21M SW 0.5S
Co-ordinates:	53.27.30N 05.07W
Voyage:	Garston - Portreath, Cornwall
Ship type:	Steamship
Construction:	Steel
Hull Dimensions (m):	36.88 x 6.75 x 2.94
Port of Registry:	Penzance
Owner:	Bain, Sons & Co
Flag:	United Kingdom
Gross Tonnage:	242.00
Cargo:	Coal, unspecified
Built:	1883 Mordey, Carney & Co Ltd., Newport, Wales
Propulsion:	Screw, 2cyl cvomp
Horsepower:	40
No of Boilers	1
Captain:	Martin, W. Q. G (> '12)
Additional Construcion Details:	Machinery aft, by Sheryn & Laurie, Newport / 1 x deck / 3 x bh / q.deck 36ft / classed at Lloyd's 100 A1

Notes: This small steamship was captured by a German submarine, its crew forced to abandon ship after which she was sunk by explosive scuttling charges.

References: LR (*Lloyd's Register*) 1915-16 No 203(O)
 BVLS (*British Vessels Lost at Sea*) 1914-18 p32
 LCWLR (*Lloyd's Confidential War Loss Record*), 1914-18 p92

Map 1: Location of Wreck



5.0 Research Methodology

Research was mostly conducted on the internet with my Dell laptop computer, iPad, and iPhone, using Google search engine and various sites as detailed below.

My research started with search criteria (i.e. keywords) based on the initial information available which is detailed in *Section 4.0 Background* of this report. As more information was found I was able to expand my search with new key words.

The following is a list of websites that were searched, along with notes on general results. Information found is either listed directly below or if located elsewhere in this report it is referenced instead.

Keywords and phrases used in the search, individually and in various combinations:
Olivial, Olivia, Uboat, U-Boat

Alternate spellings were also used. For example, "Olivia" in place of "Olivial". This was found to be effective in research on other projects as sometimes the name or keywords were simply spelled incorrectly in the paper (i.e. typo).

- 1) <https://www.coflein.gov.uk/>
Found: Map with location of wreck with summary of vessel and sinking event
- 2) <http://www.glen-johnson.co.uk/cardigan-district-shipwrecks-and-lifeboat-service/>
Found: No information found
- 3) <https://crewlist.org.uk/#top>
Found: General statistics on ship. Also, found it spelled as *Olivia* instead of *Olivial*. Other ships with same name. See Appendix B.
- 4) <https://uboat.net/wwi/>
Found: Information on the UC-65 which is the U-Boat that sank the *Olivial* (*Olivia*). Also information on the Captain of the Uboat and the *Olivia* itself.
- 5) <https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-shipsonline>
Found: (5) Survey reports for ship named Olivia built in 1883. See Appendix A
- 6) <https://google.com>
Found: Article on sinking of Olivia and other ships in Welsh waters along with a newspaper clipping. (See Appendix B)
- 7) http://www.rhiw.com/website_maps/rhiw_and_the_sea.htm#llyn_and_the_sea
Found: No information found
- 8) <https://www.wrecksite.eu/Wrecksite.aspx>
Found: Found information on *Olivia* matching description of subject vessel

Link here

<https://www.wrecksite.eu/wreck.aspx?13668>
- 9) <https://archives.wales/what-are-archives/online-catalogues/search-the-online-catalogue/>
Found: No information found

10) <https://newspapers.library.wales/>

Found: No information found

11) <http://www.calgopublications.co.uk/index.html>

Found: This is a website for Underwater Guides to North Wales books. References to books that are out of print but have extensive information on diving wrecks of Wales. No information gained since books were not purchased but could be a source for future research for any ship in the MADU project.

6.0 Results

No search results were found for the spelling "Olivial". Many results were found for "Olivia" with information consistent with the existing summary information available on the "Olivial" which is indicated in the *Background* section of this report.

A search of the Coflein website (Reference 1 in Research Methodology) found the following detailed summary:

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The OLIVIA was a small steel-hulled steamship or coaster built by Mordey, Carney & Co Ltd, Newport, in 1883. Technical and configuration specifications are given as 242gt, 111nt; 121ft long x 22ft breadth x 9ft depth; machinery aft; 1 deck, 3 bulkheads, quarterdeck 36ft; screw propulsion powered by a single steam boiler linked to a compound engine producing 60hp made by Sheryn & Laurie, Newport; official number 86742. The steamship was owned at time of loss by Bain, Sons & Co, and registered at Penzance. It was carrying a cargo of coal from Garston to Portreath, Cornwall, under the command of master W Q G Martin, when it was captured by a German submarine on 11 February 1917. The crew were forced to abandon ship and the OLIVIA was scuttled by explosive charges 21 miles SSW of Bardsey Island. The u-boat was UC-65 under the command of Kapitänleutnant Otto Steinbrinck. The OLIVIA was one of 10 vessels sunk or damaged around the Welsh coast by UC-65 between 10-15 February 1917.

A search of the Crewlist.org/uk site (Reference 3 in Research Methodology) turned up three lists with Olivia. These lists indicate general information on the ship such as when and where built, overall dimensions, and size (tonnage) consistent with other information available on the ship with some minor differences in length and tonnage. See Appendix B.

The site dedicated to U-Boats, Uboat.net, turned up information on the U-Boat (UC-65) that sank the Olivia including who was the Captain of the U-Boat, its service record, and indicated that the UC-65, which was sunk by HMS Sub C15, has been located in recent years. The following map shows its location.

3 Nov 1917 - Torpedoed by HM Sub C15 at 50°31'N 00°27'E. 23 dead and 5 survivors.



Map 2: Location of Sunken U-Boat UC-65

Lloyd's Registry turned up five reports on the *Olivia* including surveys and repairs made to the engines and boilers as well as machinery information. See Appendix A for reports. Some of the information that is legible in the reports is listed here:

- April 1886: The bottom was cleaned
A new propeller was fitted to the ship
Ship listed as belonging to the port of Glasgow
Information on boiler listed and included in Table 2: Ship Summary
- Jan 1902: General repairs
Indication that a new boiler was fitted

A search on Google found a 100-year anniversary article about submarine attacks along the Welsh coast in 1917 as well as a newspaper article dated February 21, 1917 describing the sinking of the *Olivia* as well as the sinking of other vessels. This article indicated there were no casualties on the *Olivia* resulting from the sinking.

In early February 1917, the U-boat submarine UC-65 travelled up from the Cornish coast to position itself to attack merchant cargo ships off Bardsey Island in North Wales. On 10 February at 7am, she sighted the SALLAGH, a steamship carrying coal from the port of Lydney on the Severn estuary to Larne, Belfast. After firing a warning shot at the SALLAGH, the U-boat hoisted the signal to 'abandon ship'.

While the lifeboat was being lowered for the crew to leave, the U-boat fired again, killing the Northern Irish chief engineer, William McKay and badly injuring two other crewmen. The ship was then exploded using bombs placed onboard. The boat carrying the survivors was allowed to head for land while the U-boat disguised itself with a sail as a small fishing vessel and waited for the next victim to come past. The OLIVIA was next, a Cornish steamship carrying coal from Liverpool to Portreath, Cornwall. The same method of sinking was carried out, but this time with no casualties.

The next day, the UC-65 travelled down the coast to Pembrokeshire where she sank the LYCIA, an armed steamship travelling from Swansea to Liverpool, and the VOLTAIRE travelling from Llanelli to Liverpool. No crew were hurt. The LYCIA was only lightly armed with a light -calibre gun on her poop-deck and another very old Russian field gun; it is not known if the guns were used. The following day, UC-65 twice torpedoed the PINNA travelling with oil from Texas but failed to sink her. She was later beached at Milford Haven. All the ships were attacked near the South Bishop lighthouse off the west coast of Pembrokeshire. The next day, (on the 13th), UC-65 sunk a small fishing vessel off the Smalls lighthouse. It was the FRIENDSHIP, from Milford Haven. The crew of four were not recovered from its lifeboat. Local newspapers graphically reported the sinkings of the VOLTAIRE and the OLIVIA, including descriptions by the crew of their ordeal, the Germans looting provisions and, tellingly their desire for news from British newspapers. The later reports of the FRIENDSHIP sinking poignantly reflect the anxiety of still not knowing the fate of the loc

Captains and crews of the s.s. "Voltaire," 400 tons, of Liverpool, and the s.s. "Olivia," 110 tons, Porthreith, Cornwall, sunk by German U boats, have been landed at Fishguard harbour, where they were fed and clothed by Mr. J. Morgan Owen, the local representative of the Shipwrecked Mariners' Society. A few of the men from the stokehold wore nothing but dungarees. They were hurried up on deck, and some were relieved of their money and watches and other valuables. As usual the skippers and chief engineers were taken aboard the submarine, which was described as not smaller than the G.W.R. turbine boats. After the pirates had commandeered all the provisions, fats and other useful commodities, they placed bombs in the holds and the vessels sunk. Especially keen were the pirates upon taking possession of every newspaper on which they could lay hold. Every news sheet was placed in a bag and carried aboard the U boat. After the work of destroying the unarmed ships had been accomplished, the German crew became quite chatty with the British captains and crew, whom they shortly afterwards left to their fate in their two boats. Happily they had not long to wait before being picked up by a passing Glasgow steamer. On coming ashore at Fishguard the men seemed quite unperturbed after their trying ordeal.

Haverfordwest and Milford Haven Telegraph 21 Feb 1917 -
FRIENDSHIP, VOLTAIRE, OLIVIA

Table 1: Ship Summary

Vessel	Name	Olivia
	Type	Steel-Hulled Steamship
		Cargo
Built	Date	1883
	Location	Newport, Wales
	Builder	Mordey, Carney & Co.
Construction	Materials	Steel
	Decks	1
	Bulkheads	3
Propulsion	Type	Steam
	# of Boilers	1
	Cylinder Diam.	15 in, 30 in
	Stroke	22 in
	Steam Press.	80 psi
Dimensions	Length	121.0 ft
	Breadth	22.2 ft
	Depth of Hold	9.8 ft
Tonnage	Gross (GRT)	242
	Net	111-140 (varies by source)
Owner	First	Cannot confirm
Registry	Port	Penzance
	Flag	British
	Number	86742
Final Voyage	From	Garston
	To	Portreath
	Cargo	Coal
	Owner	Bain, Sons & Co.
	Captain	W.Q.G. Martin
	Crew	Unknown
	Passengers	Unknown
Wrecking	Date	February 11, 1917
	Location	Welsh Coast, 21 miles SSW of Bardsey Island
	Cause	Scuttled by German U-Boat UC-65
	Loss of life	None
	Outcome	Total Loss

The Olivia Story

The Olivia was a small steel steamship with a gross tonnage of 242 tons. It was built by Mordey, Carney & Company in Newport in 1883. It had a single boiler and screw propeller and was used as a cargo ship. In February of 1917, during World War I, the U-Boat U-65 was patrolling the waters off the Welsh coast near Bardsey Island. On February 11, 1917, the Olivia, Captained by W.Q.G. Martin, was sailing from Garston to Portreath with a load of coal when it crossed paths with the U-65. The U-65 forced the crew to abandon ship in lifeboats and after pillaging supplies from the ship the crew of the U-Boat scuttled the Olivia with explosive charges. There were no casualties reported on the Olivia. The sinking occurred approximately 21 miles SSW of Bardsey Island. The survivors were picked up by a Glasgow steamer and brought ashore in Fishguard where they were clothed and fed. The U-65 was later sunk SE of Brighton England by the HM Sub C15 on November 3, 1917 and has recently been located.

7.0 Analysis

Name Discrepancy

The MADU list of ships has this vessel listed as the "*Olival*" which is consistent with their source record from the *Shipwreck Index of the British Isles* by Larn, B. & Larn as indicated in the Background section of this report. All records and documentation found and presented as part of this research project has indicated the ship name to be Olivia. The data on the records and documents found for Olivia matches the original source data that references the ship as *Olivial* indicating it is the subject vessel. The author believes that the actual name of this vessel was Olivia based on finding no other sources that refer to the ship as *Olivial*. It is likely that the spelling of *Olivial* was a type on the original source book.

Variations in Specifications

Tonnage variations listed in sources found anywhere from 232-242, though the most prevalent indication is that it was 242 gross tons.

Net Tonnage varies between 111-140 depending on the source. Most indications are that it was 111 net tons.

Steam horsepower ranges from 40 HP to 60 HP; most sources indicate 40 HP.

The horsepower given is assumed to be Boiler Horsepower which is the oldest method of rating boilers. It is defined as the energy it takes to evaporate 34.5 lbs/hr of water at atmospheric pressure (water boils at 212 °F at sea level). This energy requirement equates to 34,472 Btu/hr per 1 HP rating.

Other Ships – Same Name

Another ship named the Olivia was found to exist in the sources found on the Crewlist Site (Appendix B). Built the same year as the subject ship but having different specifications such as overall dimensions and tonnage as well as horsepower.

8.0 Conclusions & Recommendations

Further Research

In-person research (once the Covid-19 pandemic situation subsides) at some of the archives could be conducted to find ship logs or crew lists from the *Beginning*.

Additional searches in newspapers from the day could turn up additional information.

Diving of the Wreck Site

No information could be found on the approximate depth of the *Olivia* sinking location nor if any remains have ever been found.

Research Effort

Research consisted of approximately 15 hours of online searching and sorting through sources. The report and analysis required approximately 8 hours to complete in addition to the online research.

On-Line Research – What has it taught the author?

Researching includes not only the facts and eyewitness accounts of the specific events of your specific subject but also an education in the general and specific subject matter. This learning process helps one decipher the information about the specific subject and can aid in determining which conflicting information makes the most sense.

One also should be aware that simple mistakes (or variations in spelling) made in the historical record can result in missing important information during an online search. It is therefore important to use variations of spelling for names and places as it can provide findings you would otherwise not find. One must be careful though to confirm that the information is related to your specific research subject.

9.0 References

Source References are provided throughout this report following the information that was obtained from such source.

In addition, information was available and/or gathered from the following web pages:

- a) Information on the Captain of UC-65 which sank the *Olivial*

<https://uboat.net/wwi/men/commanders/343.html>

- b) Crewmembers that served with Captain of UC-65

<https://uboat.net/wwi/men/commanders/crews.html?crew=4%2F07>

Appendices:

Appendix A – Lloyd’s List Entries

Appendix B – Crewlist Entries & Other Findings

Appendix A
Lloyds Registry

4426
THURS 29 APRIL 1886

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

(Received at London Office.)

No. 4426
 No. in Survey held at Glasgow Date, first Survey April 22^d Last Survey April 23^d 1886
 Reg. Book. 129 on the Machinery of the S. S. Olivia (Number of Visits two Year Month)

Tonnage, Gross 232 Built at Newport (Messrs Morden, Barney & Co) When built 1853 1
 Ditto, Net 140 Owners Messrs Bell Brothers & Co Ltd Port belonging to Glasgow
 Diameter of Cylinder 15 x 30 Engines made by Thornycroft & Laurie, Newport When made 1853
 Length of Stroke 22 Boilers made by _____ When made 1853
 Pressure of Steam 80 lb If Surveyed Afloat or in Dry Dock Helmsburgh Slip (State Name of Dock.)
 Registered Horse Power 140 Character in Register Book. 100A1 10-85
 Last Survey No. _____ Port L M B 10-85

Particulars of Repairs and Examination New propeller
(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 should be separated from repairs due to other causes. State also the dates and initials of any letters respecting this case.)

*The vessel has been placed on the above slipway
 A new propeller has been fitted and the stern bush, and sea-cock fittings examined, and found in good condition*

General Observations, Opinion, and Recommendation :--
(State clearly what alterations, if any, is suggested to be made in the existing condition of the vessel's machinery in the Register Book, consequent upon this survey.)

The Engines and Boilers of the above vessel appear to be in good working order, and eligible, in my opinion, to remain as classed

Office or Registration Fee (per Sec. 27) £ _____
 Survey Fee (per Section 28) £ _____
 Special Damage Fee (per Section 29) £ _____
 *Certificate (if required) £ _____
 Travelling Expenses (if chargeable) £ _____

Committee's Minute _____
 Assigned _____

received by me, _____
 J. L. Hindmarsh
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRIDAY 30 APRIL 1886

Lloyd's Register Foundation
 GLS152-0009

Rpt. 8. (Received at London Office) No. 1523

REPORT of SURVEY for REPAIRS, &c.

Survey held at Hayle Date, First Survey 29 Dec Last Survey 29 Jan 1902
 on the Wood, Iron or Steel Olivia Master J. Miller
 TONNAGE— Built at Newport By whom Mordey Carnegy When 1863
242 Owners John Long & Co Port belonging to Insurance
111 Owners' Address as already recorded
 Laid on in Dry Dock? Afloat Name of Dock _____ Destined Voyage London
 Capacity— Col'd Bor'DBa _____ feet; uESB _____ feet; _____ feet;
 _____ tons; FPT _____ tons; APT _____ tons; MT _____ tons.
 Particulars of Classification (which must be inserted
 precisely as in Register Book & Supplements.)
 Report, No. 432 Port Fal
 Occasional Survey in consequence of New Boiler
 done— The double reverse frames on top of the four floors
 under the boiler slightly washed, had a 3/8 covering plate fitted
 under the live support on the four floors under the boiler
 binding from middle line keelson to side keelson and riveted to
 reverse bars. The two girders of the middle line slightly washed
 one place had a posom piece fitted 7 feet long. Two new boiler
 plates fitted complete. Rivet cases in plates renewed, and
 doubled. A new bunker clay fitted four floors in blocks held
 in place at the middle line washed from timber hole to timber
 hole. Deck plate of the raised quarter deck on the Port side doubled
 about 30 feet. 4 spaces under the boiler all cement broken out
 P.T.C.

Part of Damage Repaired	Plates	Frames	R. Frames	Floors	Beams	Str. Plates	St. Plates	Other Items
Revised								2 Reverse bars
Revised and Painted or Repaired								2 doubled
Revised or Repaired in class								

CONDITION OF THE VESSEL

Inner Bottom Plating	Stringers <u>Good</u>	Diag. Plates under Scudling Pipes <u>Washed</u>	Copper, or T.M. of Wood Yards
State of Tanks have been examined inside	State of Tanks <u>Good</u>	Engine Room Skylights <u>Good</u>	(State if on Port)
State of Decks	State of Decks <u>Good</u>	Coal Bunkers, Open'g, Life, &c.	When put on, Month
State of Bulkheads	Bulkheads <u>Good</u>	Scuppers	State <u>Good</u>
State of Ceiling	Ceiling <u>Good</u>	Cargo Hatchways	Masts, Yards, &c.
State of Mast	Mast or Rigging <u>Good</u>	Hatches	Condition, how ascertained, from deck
State of Rigging	Rigging <u>Good</u>	Flaking of Wood Yards	(State if redwood varnished)
State of Deck	Deck <u>Good</u>	Caulking	State <u>Sufficient</u>
State of Keelson	Keelson <u>Good</u>	Trenails	Equipment letter <u>D</u>
State of Crutches	Crutches <u>Good</u>	Breastworks & Stems	Anchors, No. of <u>2, 15, 18</u>
State of Frames	Frames <u>Good</u>	Transoms, Posters, & Crutches	Condition (state if new varnished) <u>No</u>
State of Water-tight Doors	Water-tight Doors <u>Good</u>	Timbers of Fore-and-aft-ways	Length <u>Washed</u>
		Decks	State <u>Good</u>
		Other places	per Plate
		Stringers, Clamps & Blocks	Heavy & Large <u>Sufficient</u>
		Salting	Boarding & Running Rigging <u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notation of the vessel in the Register Book consequent upon the survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of Survey, 1, 2, &c." or "to remain as classed and to have record of Survey, 1, 2, &c. and the notations of a No. 1-20 and 200000, &c."

This vessel is now in a good and efficient condition with the exception of the upper angle of the side keelson which should be renewed within 6 months, the vessel to remain as classed until that time. A fresh record to be made in the Register Book.

(If chargeable) per Book E, No. 87 £
 (If chargeable) per Book F, No. 87 £
 (If chargeable) per Book G, No. 87 £
 (If chargeable) per Book H, No. 87 £
 (If chargeable) per Book I, No. 87 £
 (If chargeable) per Book J, No. 87 £
 (If chargeable) per Book K, No. 87 £
 (If chargeable) per Book L, No. 87 £
 (If chargeable) per Book M, No. 87 £
 (If chargeable) per Book N, No. 87 £
 (If chargeable) per Book O, No. 87 £
 (If chargeable) per Book P, No. 87 £
 (If chargeable) per Book Q, No. 87 £
 (If chargeable) per Book R, No. 87 £
 (If chargeable) per Book S, No. 87 £
 (If chargeable) per Book T, No. 87 £
 (If chargeable) per Book U, No. 87 £
 (If chargeable) per Book V, No. 87 £
 (If chargeable) per Book W, No. 87 £
 (If chargeable) per Book X, No. 87 £
 (If chargeable) per Book Y, No. 87 £
 (If chargeable) per Book Z, No. 87 £

Surveyed by me, J. H. Sandry
 Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES. 10 FEB 1903

Character Assigned 100A

W.H. + U.B. 1, 01

Lloyd's Register Foundation

No. 4523

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

(Printed in London Office.)

Writing Report, 15th February 1902 When handed in of Local Office to Port of Falmouth

Survey held at Falmouth, Redruth, & Hayle Date, First Survey 2nd January 1902 Last Survey 2nd January 1902
 on the Machinery of the Wood, Iron and Steel S. I. Clivia, Master J. Willey

Gross 242 Vessel built at Keuperport By whom Mosley, Barney & Co When 1883-1
 Net 111 Engines made at Keuperport By whom Wilson & Lambie When 1883
 (Donkey) None fitted
 Main Boilers 1 Boilers, when made (Main) 1901 (Donkey) None fitted
 Owners Dunn Sons & Co Port Penzance Voyage Coasting
 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification, condition, weight (inserted
 (State name of Dock.) previously as in Register Book & Supplement).

Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Taking out old Boiler + 100 A1 + LMC 3.99
Keuperport in new one 1.00 BS 3.01
5.5 Feb. 7. 3-6. 95
5.5 Feb. 2. 1-99

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
 " " " " " " " " " " " " " " None fitted.
 " " " " " " " " " " " " " " None fitted.
 If not done, state for what reasons? one new main Boiler fitted.
 If parts of the Boilers could not be thus thoroughly examined? ✓
 If 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? ✓
 Surveyor examines the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 85 lbs.
 Surveyor examines the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 Propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether saw? ✓
 Distance between upper rim of stern bush and top of after bearing of screw shaft? ✓
 If not complete state what arrangements have been made for its completion and what remains to be done? This survey is completed.
Done, The old Boiler taken out of the vessel, a new Boiler, 4000 lbs and
fitted, The old Safety Valves, also the Main and Donkey shaft
examined and refitted, A new Main Steam, also a new Main and
Donkey Feed Pipes fitted and tested by Hydrostatic Pressure to 200 lbs
per inch found tight and satisfactory.
The Safety Valves all set at 85 lbs pressure lifting freely with no apparent
accumulation.

General Observations, Opinion, and Recommendation:— The Machinery and Boilers as
is 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 pressure, &c.; thus, for example, R.M. 9.0, R.O.M. 9.0, or Q.L.M.C. 9.0,
140 lb., R.D., &c.)
is all in a good and efficient condition, and is in my
opinion eligible to remain as classed with the Notation of +NB1, 02
entered in the Register Book

Registration Fee (per Sec. 97) _____ £ _____
 Fee applied for 30-1-1902
 (per Section 98) _____ £ _____ 22/6
 Stamp Fee (per Section 99) _____ £ _____ 2-11-3
 Expenses (if chargeable) _____ £ _____ 3/- 1-1902
 Certificate is required Yes
 Certificate issued Yes
 Date Feb 4 1902
 Signature BSI, 02
+NB1, 02

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
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 FAL138-0106

TUES-10 FEB 1903

NO. 4023

REPORT ON MACHINERY.

Port of *Falmouth* Registered at London Office _____

Survey held at *Falmouth & Hoyle* Date, first Survey *23rd April 1902* Last Survey *29th January 1902*
(Number of Trials *88*)

on the *S.S. "Clivia,"* Coa & Co. late Order *216* Tons *242*
W. Witley Built at *Newport* By whom built *Morley Barney & Co* When built *1883-1*

made at *Newport* By whom made *Therby & Lubie* when made *1883*

made at *Falmouth* By whom made *Coa & Co* when made *1901*

1 Horse Power *40* Owners *Bain Sons & Co* Port belonging to *Penzance*

Is Power as per Section 28 Is Refrigerating Machinery fitted Is Electric Light fitted

ES, &c.—Description of Engines *New Main Boilers Only*

Cylinders	Length of Stroke	Revs. per minute	Dia. of Screw shaft	No. of Cranks	No. of Cranks
as per rule	as per rule	as per rule	as fitted	as fitted	Lgth. of stern beam
as per rule	Dia. of Crank shaft journals	Dia. of Crank pin	Size of Crank web	Dia. of thrust shaft under	
Dia. of screw	Pitch of screw	No. of blades	State whether movable	Total surface	
Diameter of ditto	Stroke	Can one be overhauled while the other is at work			
Diameter of ditto	Stroke	Can one be overhauled while the other is at work			
Sizes of Pumps	No. and size of Suctions connected to both Bilge and Donkey pumps				
In Holds, &c.					
Connected to condenser, or to circulating pump	Is a separate donkey suction fitted in Engine room of size				
Are the valves in Engine room always accessible	Are the valves in Engine room bulkheads always accessible				
Are they Valves or Cocks	Are the discharges pipes above or below the deep water line				
Are the discharges pipes fitted with a spigot and brass covering plate	How are they protected				
Are they protected					
Are they protected					
Is the screw shaft tunnel watertight					

RS, &c.— (Letter for record *S*) Total Heating Surface of Boilers *925 sq ft* Is forced draft fitted *Yes*

Description of Boilers *One cylindrical multitubular Working Pressure 80 lbs* Tested by hydraulic pressure to *160 lbs*

Can each boiler be worked separately Area of fire grate in each boiler *30 sq ft* No. and Description of safety valves to test *6/8/0/1*

Area of each valve *9.62* Pressure to which they are adjusted *85 lbs* Are they fitted with easing gear *Yes*

Mean dia. of boilers *10-0* Length *9-3* Material of shell plates *Steel*

Range of tensile strength *27.5 to 32* Are they welded or flanged *Yes* Descrip. of riveting: cir. sec. *Double Riveting, double riveting*

Pitch of rivets *3 1/2* Lap of plates or width of butt straps *4 1/2*

Working pressure of shell by rules *88.5 lbs* Size of manhole in shell *16 x 12*

No. and Description of Furnaces in each boiler *Two Plain* Material *Steel* Outside diameter *3-0*

Thickness of plates *1/32* Description of longitudinal joint *Single butt strap* No. of strengthening rings *None*

Combustion chamber plates: Material *Steel* Thickness: Sides *1/2* Back *1/2* Top *1/2* Bottom *1/2*

Stays fitted with nuts or riveted heads *None* Working pressure by rules *80 lbs*

Area supported by each stay *90.25* Working pressure by rules *87.6* End plates in steam space:

Pitch of stays *14 1/2* How are stays secured *Double riveted* Working pressure by rules *83.2* Material of stays *Steel*

Area supported by each stay *210.25* Working pressure by rules *98.4* Material of End plates at bottom *Steel*

Material of Lower back plate *Steel* Thickness *9/16* Greatest pitch of stays *12 x 9 1/2* Working pressure of plate by rules *93.3*

Material of tube plates *Steel* Thickness: Front *2/32* Back *2/32* Mean pitch of stays *13 1/2*

Working pressures by rules *84.7 to 81.7* Girders to Chamber tops: Material *Steel* Depth and

Number and pitch of Stays in each *Two, 9 1/2*

Superheater or Steam chest: how connected to boiler Can the superheater be shut off and the boiler worked

Working pressure by rules *86.5*

Material Description of longitudinal joint Diam. of rivet

Thickness of shell plates Material Description of longitudinal joint Diam. of rivet

Working pressure of shell by rules Diam. of flue Material of flue plates Thickness

End plates: Thickness How stayed

Working pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

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Appendix B

Registry's from Crewlist Site & Other Findings

CL-1

<https://crewlist.org.uk/data/viewimages?regtype=MNL&year=1890&name=OLIVIA&steamsail=Steam&page=1>
83

1890 Registry

Official No.	Name of Ship.	International Code Signal (if any).	Port and Year of Registry.	Where Built.	When Built.	Whether Iron, Steel, or Composite.	Dimensions.			Registered Tonnage.		Horse Power of Engines and description of Propeller.	Owner, or Part Owner, and Manager (if recorded). * Signifies Managing Owner. Italics signify Manager.
							Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
88633	Ocean . . .	..	St. Catharines, Ont., 1884	Port Dalhousie .	1872	Wood	ft. 10ths 137 0	ft. 10ths 23 3	ft. 10ths 11 7	454	684	100 Sc.	Sylvester Neelon, St. Catharines, Ontario.
78683	Ocean King .	R.G.M.L	Glasgow, 1878 .	Greenock . . .	1878	Iron	350 3	36 0	25 5	1606	2449	450 Sc.	*William Ross, 3, East India Avenue, City, Lon.
47649	Ocean King .	V.P.L.M	Sunderland, 1881 .	Sunderland . .	1883	Iron	232 0	29 6	16 4	623	965	99 Sc.	*Benjamin B. Wake, 5, Fowkes Bldgs., Gt Tower St., City, London. Charles McLean, Port Elgin, Ontario.
94914	Ocean Lily .	K.B.H.Q	Saugeen, Ont., 1888 .	Port Elgin, Ont. Sunderland .	1887 1885	Wood Iron	99 0 280 0	7 0 37 1	3 0 20 0	2 1086	3 1687	4 Sc. 160 Sc.	Prince Stm. Shipping Co., Lim., Ncstle-on-Tyne. James Knott, Quayside, Newcastle-on-Tyne.
81965	Ocean Rover .	V.M.P.F	Granton, 1881 .	Leith . . .	1881	Wood	86 3	16 3	8 1	38	67	30 Sc.	William Gunn, Granton.
93170	Oceana . . .	K.Q.J.R	Belfast, 1888 .	Belfast . . .	1887	Steel	468 4	52 1	34 6	3175	6188	1000 Sc.	The Peninsular and Oriental Steam Navigation Co., 122, Leadenhall St., City, London. Frederick D. Barnes, same address.
95549	Oceana . . .	L.C.P.T	London, 1889 .	Dundee . . .	1889	Steel	140 0	22 7	13 1	17	311	160 Sc.	*William Watkins, 75, Mark Lane, City, Lndn.
93541	Oceana . . .	..	Sydney, N.S.W., 1887	Lavender Bay, N.S.W.	1888	Wood	61 6	15 7	5 8	23	34	10 Sc.	The Watsons Bay & South Shore Stm. Ferry Co., Lim., Sydney, N.S.W.
63332	Oceanic . . .	J.W.P.F	Liverpool, 1871 .	Belfast . . .	1871	Iron	420 0	40 9	31 0	2440	3808	500 Sc.	The Oceanic Steam Navigation Co., Lim., 10, Water St., Liverpool. William S. Graves, same address.
65610	Oceano . . .	K.N.S.L	London, 1871 .	Middlesbrough .	1871	Iron	210 0	29 0	16 7	650	1004	99 Sc.	*Hallings Tatham, La Plaiderie, Guernsey.
91867	Octa . . .	K.B.Q.M	London, 1885 .	Sunderland . .	1885	Iron	268 5	36 3	20 4	1104	1704	140 Sc.	*George B. Paul, 21, Billiter St., City, London.
74941	Octavia . . .	..	Sydney, N.S.W., 1877	Balmain, N.S.W.	1877	Wood	62 7	14 0	6 3	20	30	16 Sc.	John Booth, Balmain, Sydney, N.S.W.
60169	Odessa . . .	J.V.D.K	London, 1873 .	Hull . . .	1869	Iron	230 6	32 2	16 2	820	1079	98 Sc.	*George B. Paul, 21, Billiter St., City, London.
90393	Oforton . . .	J.W.L.D	Sunderland, 1885 .	Sunderland . .	1885	Iron	190 0	30 1	12 9	444	724	98 Sc.	Earl of Durham, Lambton Castle, Durham. Thomas J. Reay, The Cedars, Sunderland.
78004	Ogema . . .	..	Winnipeg, 1885 .	Winnipeg . . .	1881	Wood	83 6	15 9	5 4	42	62	8 Sc.	William Robinson, Winnipeg, Manitoba.
83601	Ogigia . . .	..	Malta, 1882 . .	Malta . . .	1882	Wood	34 0	11 5	3 0	3	10	6 (a).	Edward Mattie, Goldsmith's Bldgs., Middle Temple, London.
58022	Ogmore . . .	..	Dundee, 1888 .	West Hartlepool .	1886	Iron	101 0	29 0	9 3	83	152	25 Sc.	William T. Rogers, The Manse, Ferry Rd., Dundee.
84487	Obau . . .	W.L.S.P	Dunedin, N.Z., 1885	Dunbarton . .	1884	Steel	200 0	32 2	15 4	411	740	92 Sc.	The Union Steam Ship Company of New Zealand, Lim., Dunedin, N.Z.
95270	Ohio . . .	K.T.S.R	Sunderland, 1888 .	Sunderland . .	1888	Steel	283 0	38 2	25 8	1568	2389	260 Sc.	The Neptune Steam Navigation Co., Lim., Sunderland. Thomas W. Pinkney, 59, John St., Sunderland.
89850	Oimara . . .	K.F.R.T	Port Glasgow, 1886	Port Glasgow .	1886	Steel	134 2	18 1	9 1	42	199	38 Sc.	Neil Mathieson, Southend, Campbeltown, Argyll.
88875	Oithona . .	K.P.F.H	Aberdeen, 1887 .	Aberdeen . . .	1887	Steel	205 2	27 7	14 7	318	701	150 Sc.	The Aberdeen Stm. Navigation Co., Aberdeen. Charles Shepherd, same address.
81630	*Oithona . .	T.F.K.H	London, 1887 .	Wallsend . . .	1878	Iron	84 0	16 1	10 1	28	69	20 Sc.	*Arthur L. Hewitt, 32, Nicholas Lane, City, Lndn.
95490	Oka . . .	K.W.C.J	London, 1888 .	Jarrow . . .	1888	Steel	334 4	44 0	24 9	1995	3095	287 Sc.	Era Steam Ship Co., Lim., Broadway Chambers, Westminster, Lndn. Wm. Willis, same address.
82260	Okpho . . .	..	Glasgow, 1879 .	Dunbarton . .	1879	Steel	160 4	25 0	7 6	154	244	90 Pa.	The Irrawaddy Flotilla Co., Lim., Glasgow.
82338	Olderfleet .	..	Glasgow, 1880 .	Rutherglen . .	1880	Iron	124 3	21 2	9 7	98	203	40 Sc.	Hugh H. Smiley, Gallowhill, Paisley, Renfrew.
94098	Oldham . . .	L.B.D.F	Grimsby, 1889 .	Hull . . .	1889	Iron	240 0	30 0	14 6	421	846	165 Sc.	The Manchester, Sheffield & Lincolnshire Railway Co., Manchester. William A. Green, Pelham Terrace, Grimsby.
89010	Olga . . .	..	Dublin, 1887 . .	Birkenhead . .	1887	Steel	301 5	33 0	13 6	119	885	375 Sc.	The London & North Western Railway Co., Euston Railway Station, London. Admiral C. B. C. Dent, Holyhead.
51420	Olinda . . .	J.L.Q.D	Liverpool, 1885 .	Hull . . .	1885	Iron	207 5	25 2	16 8	419	654	95 Sc.	The Moss Steam Ship Co., Lim., Liverpool. Thomas Moss, same address.
71084	Olive . . .	..	Brockville, Ont., 1889	Smith's Falls, Ont.	1875	Wood	96 0	19 5	6 4	87	107	40 Sc.	Mrs. Ellen Washburn, Smith Falls, Ontario.
87337	Olive . . .	H.N.R.F	Sunderland, 1883 .	Sunderland . .	1883	Iron	241 3	34 1	17 2	843	1328	99 Sc.	*John Hopper, Sunderland.
90346	Olive Branch	K.N.T.H	Sunderland, 1887 .	Sunderland . .	1887	Steel	300 0	33 3	23 6	1806	2744	300 Sc.	The Nautilus Steam Shipping Co., Lim., 30, West Sunnyside, Sunderland. William Ritson, same address.
87651	Olivia . . .	H.P.Q.G	Glasgow, 1883 .	Pointhouse . .	1883	Steel	103 0	15 0	9 5	30	80	25 Sc.	*F. Coulson & Montague Ter., Kelvin side, Glsgw.
86742	Olivia . . .	..	Fenanzance, 1888	Newport, Mon.	1883	Iron	121 0	22 2	9 8	128	242	40 Sc.	*David W. Bain, Fortreath, Cornwall.

* Formerly the "Ariel" and "Anthracite."

Note: Listed here as *Olivia*. See Section 7.0 Analysis – Name Descrepancy

ALPHABETICAL LIST OF BRITISH REGISTERED STEAM VESSELS. 183

CL-2

<https://crewlist.org.uk/data/viewimages?regtype=MNL&year=1910&name=OLIVIA&steamsail=Steam&page=376>

1910 Registry

Official No.	Name of Ship.	International Code Signal (if any).	Port and Year of Registry.	Where Built.	When Built.	Whether Iron, Wood, Steel or Composite.	Dimensions.			Registered Tonnage.		Horse Power of Engines and description of Propeller.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
							Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
115639	Olive . . .	H.N.L.W	Newry, 1907 . . .	Paisley . . .	1907	Steel	142 5	23 4	10 2	86	354	47 Sc.	The Carlingford Lough Steam Ship Co., Lim., Newry, Ireland.
103433	Olive . . .	..	Ottawa, Ont., 1895 . . .	North Bay, Ont.	1895	Wood	25 6	6 0	3 0		2	4 Sc.	George Wellington Leach, North Bay, Ontario.
119610	Olive . . .	..	Peterhead, 1906 . . .	Aberdeen . . .	1906	Steel	86 3	18 6	8 9	21	89	31 Sc.	× William S. Alexander, 63, Longate, Peterhead.
96663	• Olive . . .	..	Sligo, 1891 . . .	(a)	1874	Wood	104 0	18 5	9 5	42	102	30 Sc.	× Henry Hindley, Birkdale, Lancs.
107106	Olive . . .	..	Victoria, B.C., 1898 . . .	Victoria, B.C.	1896	Wood	29 0	9 2	3 2	4	6	3 Sc.	Samuel W. Bucknam, Victoria, B.C.
90346	Olive Branch . . .	K.N.T.H	Sunderland, 1887 . . .	Sunderland . . .	1887	Steel	300 0	39 3	23 6	1767	2732	300 Sc.	The Nautilus Steam Shipping Co., Lim., 30 West Sunnyside, Sunderland. <i>Frank W. Rison, same address.</i> [dyke. William Smith (Bruce), 6, Rodger St., Cellar West Nile St., Glasgow.
126969	Olive Leaf . . .	..	Kirkcaldy, 1907 . . .	St. Monance . . .	1907	Wood	86 4	18 5	8 6	21	82	25 Sc.	William Smith (Bruce), 6, Rodger St., Cellar West Nile St., Glasgow.
117055	Olive R. . . .	..	Barrington, N.S., 1905 . . .	Shelburne, N.S.	1905	Wood	35 0	12 5	6 6	12	14	15 Sc.	Herbert Swin, Lockport, N.S.
86742	• Olivia . . .	..	Penzance, 1888 . . .	Newport, Mon.	1883	Iron	121 0	22 2	9 8	111	242	40 Sc.	× David W. Bain, Portreath, Cornwall.
87651	† Olivia . . .	..	Southampton, 1907 . . .	Pointhouse, Glasgow	1883	Steel	103 0	15 0	9 5	41	84	14 Sc.	Robert F. Borthwick, 19, Waterloo Street, Glasgow.
114028	Olivine . . .	T.G.R.W	Glasgow, 1902 . . .	Kelvinhaugh . . .	1902	Steel	185 2	29 2	10 8	240	634	91 Sc.	× William Robertson, Gresham Chambers, 45, Water Street, Liverpool.
121097	Olivine . . .	H.F.C.V	Hull, 1905 . . .	Govan . . .	1905	Steel	135 8	22 5	11 8	106	289	67 Sc.	The Kingston Steam Trawling Co., Lim., Hull. <i>Lawrence Spring, St. Andrew's Dock, Hull.</i>
114029	Olympia . . .	T.G.R.V	Glasgow, 1902 . . .	Partick . . .	1902	Steel	400 0	49 2	27 8	3269	5124	420 Sc.	Anchor Line (Henderson Brothers), Lim., 17, Water Street, Liverpool. <i>Richard Henderson, same address.</i>
122687	Olympia . . .	..	Grimsby, 1905 . . .	Beverley . . .	1905	Steel	120 0	21 6	11 6	91	221	66 Sc.	The Great Grimsby and East Coast Steam Fishing Co., Lim., Grimsby. <i>W. A. Butt, 395, Cleethorpe Road, Grimsby.</i>
118759	Olympic . . .	V.D.M.T	Hull, 1903 . . .	West Hartlepool . . .	1903	Steel	300 3	45 1	18 1	1399	2217	223 Sc.	× Walter H. Cockerline, Union Bank Chambers, Hull.
91225	• Olympo . . .	J.W.N.P	Rochester, 1905 . . .	Middlesbrough . . .	1885	Steel	250 0	34 0	22 9	1059	1675	146 Sc.	Plate Steamship Co., Lim., Dock House, Billiter St., City, London. <i>Henry S. Kennedy, same address.</i>
84477	Omapore . . .	W.L.S.F	Penang, 1903 . . .	Dumbarton . . .	1882	Steel	180 3	29 2	14 4	340	625	80 Sc.	The Eastern Shipping Co., Lim., 41 & 43, Beach Street, Penang.
122176	Ombabika . . .	..	Port Arthur, Ont., 1907 . . .	Lake Nepigon, Ont.	1906	Wood	70 0	15 0	6 0	51	76	11 Sc.	Revillion Bros., Lim., Montreal.
120426	Ombah . . .	..	Cowes, 1908 . . .	East Cowes . . .	1908	Wood	43 0	9 5	5 4	11	16	17 Sc.	Herbert Foate, 2, Suffolk Place, Pall Mall, London.
114210	Ombra . . .	T.Q.J.C	Cowes, 1902 . . .	Partick . . .	1902	Steel	148 5	20 0	12 3	70	236	76 Sc.	William H. Von Schröder, The Bookery, Nantwich, Cheshire.
107932	Omega . . .	..	New Westminster, B.C., 1900 . . .	Bennett, B.C.	1900	Wood	98 8	21 0	5 2	86	127	13 Sc.	William C. Robinson, Bennett, B.C., Land, Victoria.
88927	Omeo . . .	..	Melbourne, 1885 . . .	Williamstown . . .	1884	Wood	99 4	19 5	6 5	58	84	38 Sc.	The Sale Steamboat Co., Lim., Sale, Gipps.
126248	Omineca . . .	..	Victoria, B.C., 1909 . . .	Victoria, B.C.	1909	Wood	137 5	31 4	5 4	380	583	17 Pa.	John W. Stewart, Vancouver, B.C.
108782	Omrah . . .	Q.R.G.J	Glasgow, 1898 . . .	Govan . . .	1898	Steel	490 7	56 7	34 2	4419	8130	1350 Sc.	Orient Steam Navigation Co., Lim., 13, Fenchurch Avenue, City, London. <i>Francis H. Park, same address.</i>
119132	Omrvati . . .	..	Bombay, 1904 . . .	Greenock . . .	1904	Steel	149 4	26 1	8 8	61	253	49 Sc.	The Bombay Steam Navigation Co., Lim., Frere Rd., Bombay.
127007	On Lee . . .	..	Hong Kong, 1909 . . .	Hong Kong . . .	1909	Steel	168 0	34 0	10 4	397	695	80 Sc.	The Sze Yap Steamship Co., Lim., 29, Connaught Road, West, Victoria, Hong Kong.
108745	On Sang . . .	P.C.G.F	London, 1895 . . .	Middlesbrough . . .	1898	Steel	310 0	40 6	25 5	1787	2802	260 Sc.	The Indo-China Steam Navig. Co., Lim., 29, Cornhill, City, London. <i>William Kenrick & Lombard St., City, London.</i>
107101	On Time . . .	..	Victoria, B.C., 1908 . . .	Ballard, U.S.A.	1908	Wood	38 0	10 0	4 4	4	11	2 Sc.	James Pope, Port Harvey, B.C.
121708	Ona . . .	..	Toronto, Ont., 1905 . . .	Hamilton, Ont.	1887	Wood	29 0	8 0	3 0	5	9	1 Sc.	Hertram Yates, Penstang, Simcoe, Ontario.
92282	Onaganoh . . .	..	Kingston, Ont., 1887 . . .	Kingston, Ont.	1887	Wood	47 8	10 0	3 0	8	13	1 Sc.	Hamilton Fraser, Port Cockburn, Ontario.

876 ALPHABETICAL LIST OF BRITISH REGISTERED STEAM VESSELS.

Note: Listed here as *Olivia*. See Section 7.0 Analysis – Name Discrepancy

CL-3

<https://crewlist.org.uk/data/viewimages?regtype=MNL&year=1915&name=OLIVIA&steamsail=Steam&page=436>

1915 Registry

Official No.	Name of Ship.	International Code Signal (if any).	Port and Year of Registry.	Where Built.	When Built.	Whether Iron, Wood, Steel, or Composite.	Dimensions.			Registered Tonnage.		Horse Power of Engines and description of Propeller.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
							Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
87651	Olivia	H.R.J.C	Southampton, 1907	Poynthouse, Glasgow.	1883	Steel	ft. 10a-103 0	ft. 10a-15 0	ft. 10a-9 5	41	84	14 Sc.	R. E. V. James, Lim., American Wharf, Chapel, Southampton.
114028	Olivine	T.G.R.W	Glasgow, 1902	Kelvinhaugh	1902	Steel	185 2	29 2	10 8	257	634	91 Sc.	× Robert E. V. James, same address.
121097	Olivine	H.F.C.V	Hull, 1905	Govan	1905	Steel	135 8	22 5	11 8	115	289	67 Sc.	× William Robertson, Gresham Chambers, 45, West Nile St., Glasgow.
120156	Olivine II.	..	Brisbane, 1913	Brisbane	1910	Wood	56 0	15 1	5 9	27	29	46 Sc.	The Kingston Steam Trawling Co., Lim., Hull. <i>Lawrence Spring, St. Andrew's Dock, Hull.</i>
114029	Olympia	T.G.R.V	Glasgow, 1902	Partick	1902	Steel	400 0	49 2	27 8	3272	5138	420 Sc.	Frederick St. L. Hayes, Sandgate, near Brisbane, Queensland.
122687	Olympia	..	Grimsby, 1905	Beverley	1905	Steel	120 0	21 6	11 6	91	221	66 Sc.	Anchor Line (Henderson Brothers), Lim., Royal Liver Buildings, Water Street, Liverpool. <i>Algeron C. F. Henderson, 14, St. Vincent Place, Glasgow.</i>
131346	Olympic	H.S.R.P	Liverpool, 1911	Belfast	1911	Steel	852 5	92 5	59 5	22350	46359	6906 Sc.	The Great Grimsby and East Coast Steam Fishing Co., Lim., Grimsby. <i>Walter W. Butt, Fish Docks, Grimsby.</i>
128390	Olympus	..	Buckie, 1910	Sandhaven	1910	Wood	76 4	17 1	8 1	24	58	26 Sc.	Oceanic Steam Navigation Co., Lim., 30, James St., Liverpool. <i>Harold A. Sanderson, same address.</i>
134350	Omaha	..	Montreal, 1914	Milwaukee, U.S.A.	1887	Wood	222 8	34 8	18 7	800	1251	67 Sc.	× Charles Malcolm, West Church St., Buckie, Banffshire.
133288	Omanus	..	Auckland, 1914	Auckland	1913	Wood	77 4	16 1	6 9	49	83	14 Sc.	Napoleon T. Turgeon, Beauceville, Que.
84477	Omapere	W.L.S.F	Penang, 1903	Dumbarton	1882	Steel	180 3	29 2	14 4	340	625	80 Sc.	George T. Niccol, Auckland.
122175	Ombabika	..	Port Arthur, Ont., 1907	Lake Nepigon, Ont.	1906	Wood	70 0	15 0	6 0	51	76	11 Sc.	The Eastern Shipping Co., Lim., 41 & 43, Beach Street, Penang.
120426	Ombah	..	Cowes, 1908	East Cowes	1908	Wood	43 0	9 5	5 4	11	16	25 Sc.	Revillon Bros., Lim., Montreal.
114210	Ombra	T.Q.J.C	Cowes, 1902	Partick	1902	Steel	148 5	20 0	12 3	98	236	76 Sc.	William W. Campbell, Tighnault, Lochgoilhead, Argyllshire.
107932	Omega	..	New Westminster, B.C., 1900	Bennett, B.C.	1900	Wood	98 8	21 0	5 2	86	127	13 Sc.	William H. von Schröder, The Cottage, Nantwich, Cheshire.
88927	Omeo	..	Melbourne, 1885	Williamstown	1884	Wood	99 4	19 5	6 5	58	84	38 Sc.	William C. Robinson, Bennett, B.C.
126248	Omineca	..	Victoria, B.C., 1909	Victoria, B.C.	1909	Wood	137 5	31 4	5 4	380	583	17 Pa.	The Sale Steamboat Co., Lim., Sale, Gippsland, Victoria.
131297	Omo	..	Liverpool, 1910	Northwich	1910	Steel	71 2	15 2	5 6	36	56	11 Sc.	John W. Stewart, Vancouver, B.C.
106782	Omrah	Q.R.G.J	Glasgow, 1898	Govan	1898	Steel	490 7	56 7	34 2	4429	8130	1350 Sc.	Lever Brothers, Lim., Port Sunlight, Cheshire. <i>John McDowell, same address.</i>
119132	Omravati	..	Bombay, 1904	Greenock	1904	Steel	149 4	26 1	8 8	103	253	49 Sc.	Orient Steam Navigation Co., Lim., 13, Fenchurch Avenue, City, London. <i>Francis M. Tuke, same address.</i>
127007	On Lee	..	Hong Kong, 1909	Hong Kong	1909	Steel	168 0	34 0	10 4	397	695	80 Sc.	The Bombay Steam Navigation Co., Lim., Frere Rd., Bombay.
105745	On Sang	P.C.G.F	London, 1895	Middlesbrough	1895	Steel	310 0	40 6	25 5	1787	2802	250 Sc.	The Sze Yap Steamship Co., Lim., 29, Connaught Road, West, Victoria, Hong Kong.
107101	On Time	..	Victoria, B.C., 1898	Ballard, U.S.A.	1896	Wood	38 0	10 0	4 4	4	11	2 Sc.	The Indo-China Steam Navig. Co., Lim., 29, Cornhill, City, London. <i>Henry Kewick, 3, Lombard St., City, London.</i>
121708	Ona	..	Toronto, Ont., 1905	Hamilton, Ont.	1887	Wood	36 0	9 5	3 5	6	9	1 Sc.	James Pope, Port Huron, B.C.
92582	Onaganoh	..	Kingston, Ont., 1887	Kingston, Ont.	1887	Wood	47 2	10 0	3 9	13	10	12 Sc.	Bertram Yates, Penetang, Simcoe, Ontario.
133791	Onajag	..	Port Stanley, Ont., 1913	Port Stanley, Ont.	1913	Wood	77 0	18 3	7	35	51	14 Sc.	Hamilton Fraser, Port Cockburn, Ontario.
88623	Onaping	..	Windsor, Ont., 1884	Michigan, U.S.A.	1870	Wood	120 0	19 0	7 6	174	256	300 Sc.	Walter H. McPherson, Port Stanley, Ont.
116835	Onaseo	..	Kingston, Ont., 1904	Gananoque, Ont.	1904	Wood	52 6	15 4	2 7	2	2	8 Sc.	John Charlton, Lynedoch, Norfolk Co., Ontario.
126712	Onawana	..	St. John, N.B., 1910	The Range, N.B.	1909	Wood	52 7	13 0	5 2	20	30	13 Sc.	William J. Reid, Gananoque, Ontario. <i>Frank J. Rowan, Fredericton, N.B.</i>

436 ALPHABETICAL LIST OF BRITISH REGISTERED STEAM VESSELS.

Note: Other ship listed as *Olivia*. See Section 7.0 Analysis – Name Discrepancy, Other Ships – Same Name

COF-1<https://coflein.gov.uk/en/site/271656/details/olivia>**NPRN** 271656**Map Reference** SN08SW**Grid Reference** SN0149784805**Unitary (Local) Authority** Maritime**Old County** Maritime**Community** Maritime**Type of Site** WRECK**Broad Class** MARITIME**Period** Post Medieval

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The OLIVIA was a small steel-hulled steamship or coaster built by Mordey, Carney & Co Ltd, Newport, in 1883. Technical and configuration specifications are given as 242gt, 111nt; 121ft long x 22ft breadth x 9ft depth; machinery aft; 1 deck, 3 bulkheads, quarterdeck 36ft; screw propulsion powered by a single steam boiler linked to a compound engine producing 60hp made by Sheryn & Laurie, Newport; official number 86742. The steamship was owned at time of loss by Bain, Sons & Co, and registered at Penzance. It was carrying a cargo of coal from Garston to Portreath, Cornwall, under the command of master W Q G Martin, when it was captured by a German submarine on 11 February 1917. The crew were forced to abandon ship and the OLIVIA was scuttled by explosive charges 21 miles SSW of Bardsey Island. The u-boat was UC-65 under the command of Kapitänleutnant Otto Steinbrinck. The OLIVIA was one of 10 vessels sunk or damaged around the Welsh coast by UC-65 between 10-15 February 1917.

Sources include:

Gater, D, 1992, Historic Shipwrecks of Wales, pg130
Goddard, T, 1983, Pembrokeshire Shipwrecks, pg103
Larn and Larn Shipwreck Database 2002
Mercantile Navy List, 1890, page 183
Mercantile Navy List, 1900, page 261
Mercantile Navy List, 1910, page 376
Mercantile Navy List, 1915, page 435
Newcastle Journal, Tuesday 13 February 1917, pg8

WWW resources include:

https://uboat.net/wwi/ships_hit/4549.html
<https://www.wrecksite.eu/wreck.aspx?13668>

Maritime Officer, RCAHMW, April 2019.

GOOGLE-1

<https://rcahmw.gov.uk/100-years-ago-this-month-submarine-attacks-in-welsh-waters/>

In early February 1917, the U-boat submarine UC-65 travelled up from the Cornish coast to position itself to attack merchant cargo ships off Bardsey Island in North Wales. On 10 February at 7am, she sighted the **SALLAGH**, a steamship carrying coal from the port of Lydney on the Severn estuary to Larne, Belfast. After firing a warning shot at the **SALLAGH**, the U-boat hoisted the signal to 'abandon ship'.

While the lifeboat was being lowered for the crew to leave, the U-boat fired again, killing the Northern Irish chief engineer, William McKay and badly injuring two other crewmen. The ship was then exploded using bombs placed onboard. The boat carrying the survivors was allowed to head for land while the U-boat disguised itself with a sail as a small fishing vessel and waited for the next victim to come past. The **OLIVIA** was next, a Cornish steamship carrying coal from Liverpool to Portreath, Cornwall. The same method of sinking was carried out, but this time with no casualties.

The next day, the UC-65 travelled down the coast to Pembrokeshire where she sank the **LYCIA**, an armed steamship travelling from Swansea to Liverpool, and the **VOLTAIRE** travelling from Llanelli to Liverpool. No crew were hurt. The **LYCIA** was only lightly armed with a light - calibre gun on her poop-deck and another very old Russian field gun; it is not known if the guns were used. The following day, UC-65 twice torpedoed the **PINNA** travelling with oil from Texas, but failed to sink her. She was later beached at Milford Haven. All the ships were attacked near the South Bishop lighthouse off the west coast of Pembrokeshire. The next day, (on the 13th), UC-65 sunk a small fishing vessel off the Smalls lighthouse. It was the **FRIENDSHIP**, from Milford Haven. The crew of four were not recovered from its lifeboat. Local newspapers graphically reported the sinkings of the **VOLTAIRE** and the **OLIVIA**, including descriptions by the crew of their ordeal, the Germans looting provisions and, tellingly their desire for news from British newspapers. The later reports of the **FRIENDSHIP** sinking poignantly reflect the anxiety of still not knowing the fate of the loc

Captains and crews of the s.s. "Voltaire," 400 tons, of Liverpool, and the s.s. "Olivia," 110 tons, Porthreith, Cornwall, sunk by German U boats, have been landed at Fishguard harbour, where they were fed and clothed by Mr. J. Morgan Owen, the local representative of the Shipwrecked Mariners' Society. A few of the men from the stokehold wore nothing but dungarees. They were hurried up on deck, and some were relieved of their money and watches and other valuables. As usual the skippers and chief engineers were taken aboard the submarine, which was described as not smaller than the G.W.R. turbine boats. After the pirates had commandeered all the provisions, fats and other useful commodities, they placed bombs in the holds and the vessels sunk. Especially keen were the pirates upon taking possession of every newspaper on which they could lay hold. Every news sheet was placed in a bag and carried aboard the U boat. After the work of destroying the unarmed ships had been accomplished, the German crew became quite chatty with the British captains and crew, whom they shortly afterwards left to their fate in their two boats. Happily they had not long to wait before being picked up by a passing Glasgow steamer. On coming ashore at Fishguard the men seemed quite unperturbed after their trying ordeal.

Haverfordwest and Milford Haven Telegraph 21 Feb 1917 -
FRIENDSHIP, VOLTAIRE, OLIVIA

Uboat-1

<https://uboat.net/wwi/boats/?boat=UC+65>

WWI U-boats

UC 65

Type	UC II
Shipyard	Blohm & Voss, Hamburg (Werk 281)
Ordered	12 Jan 1916
Launched	8 Jul 1916
Commissioned	7 Nov 1916
Commanders	10 Nov 1916 - 31 Jul 1917 Kptlt. Otto Steinbrinck (Pour le Mérite) 1 Aug 1917 - 3 Sep 1917 Kptlt. Max Viebeg (Pour le Mérite) 4 Sep 1917 - 3 Nov 1917 Kptlt. Claus Lafrenz (Royal House Order of Hohenzollern)
Career	11 patrols 3 Feb 1917 - 3 Nov 1917 Flanders Flotilla
Successes	105 ships sunk with a total of 116,218 tons. 11 ships damaged with a total of 68,516 tons. 1 warship sunk with a total of 11,000 tons. 1 ship damaged with a total of 850 tons. (View ships hit by UC 65)
Fate	3 Nov 1917 - Torpedoed by HM Sub C15 at 50°31'N 00°27'E. 23 dead and 5 survivors.



The wreck of UC 65 has been located in recent years.