

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

(Received at London Office)

Date of writing Report 26th Oct 1933 When handed in at Local Office 10 Port of Rotterdam

No. in Reg. Book 11141 Survey held at Rotterdam Date, First Survey 20th Oct Last Survey 26th Oct 1933
(No. of Visits 4)

Tonnage 11141 on the Machinery of the Wood, Iron or Steel S/S. OLIMPIA
Gross 5006 5040
Net 2011 2040

Vessel built at Prerharum By whom Pickens & Co. When 1910-7
Engines made at Brunn By whom A. J. Neesen When 1910
Nominal Horse Power 580

No. of Main Boilers 1 Boilers, when made (Main) 1910 (Donkey) 1
Owners M. Lamm Owners' Address Naples
Managers Light & Malmberg Port Naples Voyage Yond

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 100 lb
in Donkey Boilers ✓ ✓ ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>7-100A1-53L</u>		<u>L.T.C. 11.20</u>
<u>S.S. N.V.K. No. 2-28</u>		<u>B.S. 11.21</u>
		<u>N.T.S. 7.21</u>
		<u>P.C.L.</u>

Last Report No. Port
Particulars of Examination and Repairs (if any) Comp B. S. & H.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. H. 13 & 17 - 10-33.)

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? ✓

Do. " Donkey " " " " " ✓

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 ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? Port boilers 100 lb.

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 Boilers? ✓

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? 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? ✓

Has shaft now been changed? No 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 24/10/33 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Lower hub removed

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

the Survey of machinery and boilers will be held at vessel's arrival in Italy.
Screw shaft drawn afloat examined and found in order.
Stern bush and fastenings examined and found in order.
One propeller blade broken off, a new spare blade now fitted.
Examined the H.P. and L.P. cylinders and pistons and found in order. H.P. cylinder bored out. Steam now 29 1/2" H.P. piston renewed. L.P. piston rings renewed.
Adjusted the Safety valves of the Port Boilers under steam.

General Observations, Opinion, and Recommendation: The machinery being as
(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, S.S. 9, 11, B.&M.S. 2A, or L.M.C. 9, 11, 140 lb., F.D., &c.)

far as seen in a good condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of B. S. 9-33 as previously recommended and notation of T. S. seen 10-33 C.L.

Survey Fee (per Section 29) £ 50.00 Fees applied for 26.10.1933
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) £ 5.00 Received by me, 19

Committee's Minute Deferres
Assigned B.S. 9.32

