

Rpt. 9

Date of writing report 1st August, 1959.

Survey held at PORT ELIZABETH

Received London

No. of visits 3

Port

First date 23/7/59

No. 996

Last date 31/7/59

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in K.B. 72139 S.S. "MOUNT OLYMPUS"

Owners Mount Olympus Shipping Co.

Gross tons 6862

Date of build 2-1918

Engines made 1918 By W. Gray &amp; Co. Ltd., Hartlepool.

Managers

Port of Registry Monrovia

No. of Main Engines 1 No. of Screws 1

Type

Reciprocating 3 cyl.

No. of Main Boilers 3 W.P. 220

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Annual Boiler

Was Damage Report issued? - Int. Cert? -

Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
Docking 7-58	Engines 1-57
Special Survey 1-57	Tail Shaft 7-58
	Boilers 7-58
	Steam Pipes 1-57

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers

Wear Down of Stern Bushes

Oil Glands

Sea Connections

Stenings

Has Screwshaft/Tubeshaft been drawn?

Date of Examination

Has Shaft been changed?

Has Shaft now fitted been previously used?

Has Shaft now examined/fitted a continuous liner?

Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

Cyls., Covers, Pistons &amp; Rods

Valves &amp; Gears

Connecting Rods, { Side  
Top Ends & Guides { CentreCrankpins & { Side  
Bearings { Centre

Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons &amp; Rods

Connecting Rods &amp; Top Ends

Crankpins &amp; Bearings

Journals &amp; Bearings

Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons &amp; Rods

Connecting Rods &amp; Top Ends

Crankpins &amp; Bearings

Journals &amp; Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings &amp; Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

TEAM COMPRESSORS

CLUTCHES &amp; HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS &amp; BEARINGS

INTERMEDIATE SHAFTS &amp; BEARINGS

HOLDING DOWN BOLTS &amp; CHOCKS

CONDENSERS (MAIN &amp; AUX.)

TEAM RE-HEATERS

E-SUPERHEATERS

TOP &amp; MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship is in safe working condition and eligible, in my opinion, to remain as classed, with record of Main Boiler Survey 7.59 when the survey has been completed and subject to temporarily repaired c.c. back plate stays being permanently repaired before the end of December, 1959.

Signature of Committee

Position

THURSDAY - 1 OCT 1959

As now signed

Noted  
for  
HeaderSeen and noted in Durban  
Office 24/8/59

Engineer Surveyor to Lloyd's Register of Shipping

Appointed by Lloyd's Agents

005013-005019-0181

If certificate is required state where to be sent.



32 Essential Independent Pumps (1

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

#### ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port and Starboard Boilers

AUXILIARY, DONKEY or PRESS

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 220 lbs.  
Spt. 220 lbs.

Boiler Securing Arrangements Good

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Yes

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

FOUND. Damage. Upon examination the following defects were found:-

In the port main boiler starboard combustion chamber (5) five back end stay nuts missing, the stays having been previously welded to the back plate, and (1) one stay nut in the bottom section of the back plate burnt off. This stay was welded at this survey as a temporary repair.

In the port main boiler starboard low combustion chamber (5) five stay nuts missing, these stays having been previously welded to the back end plate. In the starboard main boiler after having been subjected to water test (5) five stays in back plate of starboard combustion chamber and (6) six in back plate of low combustion chambers leaking. Temporary repairs were carried out by welding the defective stays to back plate. All the above temporary repairs were carried out and completed to my satisfaction.

To complete Boiler Survey. The centre boiler requires to be examined throughout, and safety valves adjusted under steam. It was stated this would be done by end of December, 1959.

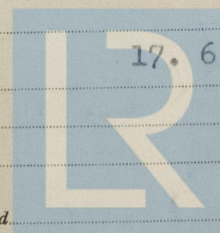
LEAVE THIS SPACE BLANK

Survey fees .. £21. 12. 0.

Damage fee .. 17. 6.

Expenses ..

Date when A/c rendered



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