

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

(Received at London Office

25 FEB 1947

Date of writing Report 21st February 1947 When handed in at Local Office 21st February 1947 Port of Grimsey
 in Survey held at Grimsey Date, First Survey 23rd January Last Survey 20th February 1947
 (No. of Visits two)
 162. on the Machinery of the ~~Steel~~ Steel "OLYMPIA"
 Tonnage } Gross 261 Vessel built at Beverley By whom Locke, Walton & Gemmell Ltd When 1917
 Net 116 Engines made at Hull By whom Amos & Smith Ltd When 1917
 Nominal Horse Power 74 RHP Boilers, when made (Main) 1917 (Donkey) ✓
 No. of Main Boilers 1.5E Owners Channel Trawling Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers W. Wilcox Port Grimsey Voyage ✓
 Steam Pressure in Main Boilers 180 lbs Surveyed Afloat in Dry Dock Tish Dock & Slipway
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and serially 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 Boiler and make a thorough examination at this time? yes" " 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 Boiler 23rd January 1947 Present condition of funnel EfficientDid the Surveyor examine the Safety Valves of the Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs/sqDid 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 Boiler? yes and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Boilers? none fitted and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Boilers? yes and of the Donkey Boilers? ✓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? noHas 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 4/2/47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Re-wooded

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

How done:- Vessel placed on slipway. Propeller, screw shaft (drawn in), outside fastenings examined and placed in good order.

Boiler examined internally and externally, safety valves, mountings, manhole doors and placed in good order; later examined boiler under steam and adjusted the safety valves as above.

Wear and Tear Repair:- Screw shaft liner removed (worn thin at after end) shaft examined found in good order after light skim and new liner fitted; stern bush re-wooded

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good and

(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, B.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

efficient condition and eligible, in my opinion, to remain as classed with a fresh record of T.S. CL seen 2.4.7 also BS 2.4.7.

Survey Fee (per Section 29) B6 £ 3 : 0 : 0 Fees applied for 24-27 1947
 Special Damage or Repair Fee (if any) T5 £ 1 : 0 : 0
 Travelling expenses (if chargeable) £ : : : Received by me, 19

Committee's Minute ✓

FRI, 28 MAR 1947

Assigned As new

S. 2.47 BS 2.47

G. B. Wilcox 2021
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

009757-009770-0134

BS due 10.46 now held.
Screw shaft examined &
liner renewed.

It is submitted that this
vessel is eligible for THE
RECORD. BS 2.47.
S. 2.47.

L.F.
26/3/47.

24 MAR 1947



© 2021

Lloyd's Register
Foundation