

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

(Received at London Office 9 SEP 1941)

Date of writing Report 2nd July 1941 When handed in at Local Office 3/7/41 Port of Kobe

No. in Reg. Book 80725 Survey held at Kobe Date, First Survey 23/6/41 Last Survey 23/6 1941 (No. of Visits 1)

on the Machinery of the ~~Wood Iron or Steel~~ M/S "OLYMPIA MARU"

Tonnage { Gross 5612 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha When 1927, 8 mo.
Net 3515

Nominal Horse Power 582 NHP Engines made at Nagasaki By whom Mitsubishi Zosen K. When 1927

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1927
Owners Mitsubishi Shoji Kaisha Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Tokyo Voyage

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock both (State name of Dock.) No.1 Dock, Mitsubishi
in Donkey Boilers 100 lbs.

Last Report No. Port

Particulars of Examination and Repairs (if any) PART LMC (CS)

(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.)

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? --

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

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? --

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 Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? -- Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has 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 -- State the distance between lignum vitae ~~or other~~ metal of stern bush and top of after bearing of screw shaft 2.4 m/m

Engine parts, when referred to by numbers, should be counted from forward. -- Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, see below.

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 Not complete.

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush examined and found or now placed in good condition.

PARTS NOW EXAMINED:-
Main Engine:- No.6 cylinder, piston, valves, gears and cover.
Auxiliaries:- No.3 (aft) auxiliary Diesel engine, all working parts, complete.
F.O. Tank:- F.O. Service Tank for M.E. } internally
No.1 (F) F.O. Service Tank for D.B. }

REPAIRS DUE TO WEAR AND TEAR:-
Main Engine:- No.6 cylinder liner - renewed on account of being worn and new liner marks as follows:-

General Observations, Opinion, and Recommendation:- The Machinery and Boilers of this vessel (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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
are in good condition and eligible, in my opinion, that the record of ~~L.M.C.~~ (G.S.) 5, 38.
be retained with fresh under date when the survey has been further advanced.

Survey Fee (per Section 29) Yen : 30.00 Fees applied for 1/7 1941
Special Damage or Repair Fee (if any) £ :
Travelling expenses (if chargeable) £ : (See Hull Report)

K. Pavodaya
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FM, 26 SEP 1941
Assigned As now



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

No. 1000
CONTINUOUS SURVEY

- 9 SEP 1941

Rpt. 9a.

Port of Kobe

(2) (MACHINERY)
Continuation of Report No. 1852 dated

2nd July 1941 on the "OLYMPIA MARU"

Lloyd's test No. 7749 "A"-85 W.T.p. 75 KGS/cm² & 15 KGS/cm² S.S. 10-7-40 LR.

Auxiliaries:-

No. 3 (aft) Auxiliary Diesel Engine, Nos. 1 & 3 cylinder liners - renewed on account of being worn and new liner marks as follows:-

No. 1 --- Lloyd's test No. 8018.A176 }
No. 3 --- Lloyd's test No. 8018.A177 } 80 KGS/cm² 28-5-41. F.I. LR.

Other minor repairs and adjustments, effected. K.S.

C.S. advised.
One main 3-cyl auxiliary engine
cylinder liners renewed.
It is submitted that
this vessel is eligible to
remain as CLASSED.
K.S.
25/7/41