



"S/S. OLYMPIC"Collision Damage Repairs (Contd.)Port Side (Contd.):

1<sup>st</sup> Strike below Shelter St. Stern - No 3 plate - renewed --- (1)

" " " " " " - No 4 plate - faired in place --- (1)

" " " " " " - No 5 plate - " " --- (1)

" " " " " " - No 6 plate also lower seam  
of plate above - faired in place - (2)

5<sup>th</sup> " " " " " " - No 5 plate (numbered from aft)  
faired in place --- (1)

All repairs satisfactorily tested.

Now Done for reclassification Survey (Full S.S. 2<sup>nd</sup> No 3).

vessel placed in drydock. Bottom & rudder (lifted) cleaned, examined & recoated. Dry holds, peaks, tween decks, deck erection spaces, bunkers, machinery spaces, pump room & chain locker cleaned, examined, sealed & recoated where necessary. "Shell plating drilled & gauged as required by Rule. for particulars see drilling sheet". Ceiling & limbers removed in dry holds & former bunkers & afterwards replaced. All double bottom & peak tanks, main & summer cargo tanks, <sup>expansion tanks</sup> oil fuel bunker (no cofferdams, dry holds & pump room serve as cofferdams) cleaned, examined internally, sealed & recoated where necessary, tested as per rule requirements and found or made tight including tunnel plating. Plating in way of sidelights, cement in bottom, decks & casings, anchors & chain cables (ranged), masts (no wedges) & rigging, boats, general equipment, hatchways, hatches & battering arrangements, ventilators & coamings, steering gear & its connections, compass, pumps, W.T. doors, air & sounding pipes examined & found or placed in good condition.

Existing freeboard markings assigned by American Bureau now verified & lettering amended to L.R. Freeboard Survey now carried out - Rpt. C11 & C11 (contd.) forwarded herewith.

Equipment. The first three lengths of chain cable on port side appeared to have been renewed in recent years (2 1/4" diam third link), but no markings were legible, and no Certificates were on board or in the possession of the new owners. The three lower anchors & one strong anchor, also remaining chain cable would appear to be the existing equipment when formerly classed with this Society. Chain cable, minimum means diam 1 3/32, average mean diam 2" (orig diam 2 7/16"). A number of lengths of hawsers & warps now renewed. General equipment completed

See Contin. W.R.

W100-00 361216

"S/S. OLYMPIC."Special notes.

For many years this vessel has only been carrying heavy oils, and the after Sumner tank at centre line used as a bunker fuel tank, with no cofferdams fitted between the bunker tank and the cargo tanks in way. The after dry hold & after pump room take the place of Cofferdams at the ends of the bunker tank. The arrangement of swash bulkheads in the bunker tank are efficient and satisfactory and the tank has been tested under an 8 ft head water pressure & found to be tight.

The machinery and galley is situated amidships, also the saloon accommodation house amidships is directly over and partly in way of cargo tanks.

It is understood that the vessel is under charter to carry heavy oils, and the new owners raised no objection to a proposal to limit the flash point of the cargo oil to 150° F.

In view of the above circumstances it is accordingly recommended that the notation "Carrying Petroleum in Bulk." be amended to read "Carrying Oil fuel in Bulk, F.P. above 150° F."

The vessel had been laid up at Houston about 20 months prior to recommissioning now. The internal structural members were found in excellent condition in way of the cargo tanks.

In 1936 the following shell plates were renewed (on account of ice damage) at Galveston.

Port 4<sup>th</sup> striae below Shelter Deck sheer - plates Nos 1, 2 & 3.

5<sup>th</sup> " " " " " " plates Nos 1 & 3.

Starb 4<sup>th</sup> " " " " " " plates Nos 1, 2 & 3.

Framing in way partly renewed.

In 1937 considerable miscellaneous repairs

& renewals were carried out at New York,

alterations & improvements to crew quarters &

accommodation, also the following shell plates

renewed as per repair specification.

Port shell plates B1, H1 & 2, J1, 2, 3, K2. - - Renewed

Starb shell plates B1, D1 & 2, E2, F1, H2, J3, K2, 3, M3, ..

See Contn. WR.

Note particulars of new owners and new port of Registry as shown on Report heading.

## "S.S. OLYMPIC."

Repairs W & T. (now effected).

Sealing All shell plating above light draft, also plating at ends below water sealed externally & recoated.

Shell plating

The following shell plates renewed.

Port D1.2, E2, H3, J5 - renewed.

H3 from aft, cropped & part renewed.

M3 renewed & M2 cropped & partly renewed.

Starb-G1.2, H1.2, J1.2, K1 - renewed.

Note Plates H1 & 2 Starb & J1 & 2 Starb replaced with one plate.

Some scattered rivets & seams caulked & or welded.

Traming etc H frames & side stringer shell legs in way of above plating renewed.

Side stringers in way of fore hold partly renewed.

Rudder lifted & riser fitted under heel pintle

Centre line bulkhead in way of main cargo tanks -

a number of slack rivets cut out & renewed.

& all proven tight.

Collision Bulkhead. 4 straps of plating &

stiffeners in way of chain locker renewed.

Shelter Deck space forward - All frame cement

chocks renewed.

2<sup>nd</sup> Deck plating - 4 plates renewed & 2 cropped

& partly renewed. New chain pipes now installed for chain cables.

In way of former coal bunker space - 2 deck plates cropped & part renewed.

Shelter Deck.

Forward - All deck sheathing, windlass,

bollards, hawse pipe deck flanges etc lifted,

deck plating in way (found wasted) now all

renewed. Sheathing only refitted (new) under windlass & bollards, etc.

Port - In way of side accommodation alleyway.

Deck plating all renewed. Deck plating

in transverse alleyway partly doubled.

Deck composition on Starb side removed,

plating sealed & found good.

In way N. 1 Summer tank - 1 centre line deck plate renewed.

Also several local doublings fitted on Shelter Deck, aft.

(See Contin)

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W.R. Lloyd's Register

W109-0036(4/6)

## "Ss. OLYMPIC"

Repairs W & T. (Contd.)

Saloon midship accommodation deck house - more or less stripped out - All casing plates & about 60% of the stiffeners renewed. Transverse toe plate fitted at forward end of Saloon to wood deck above. Margin planking in way renewed. Cargo tanks in way of Saloon accomm tested under 8 ft head found or made tight & wood flooring replaced.

Steel Bulwark amid. - partly renewed.

Former lower side coal bunker abreast boiler space - Lower side longitudinal & reverse framing partly renewed, port & starb side. Frame Cement chocks & bilge lumber boards renewed.

Machinery space - Several auxiliary pump seatings repaired & partly renewed.

Tank top plating on port side of donkey boiler recess & at forward end of main boiler space cropped & partly renewed.

Double Bottom Tank (in way donkey boiler recess).

6 intercostal plates Port & Starb renewed.

Windlass - Cable lifters studded & welded.

Brake bands renewed. (also wood sheathing & deck plating renewed in way & 2 chain pipes fitted).

Steering engine piston valve rings renewed.

Crosshead pins renewed.

Steering Chains - 136 ft of close link 1 1/4" dia chain now fitted. Chain not new, but retested at Bradley Co. Inc. Philadelphia & accompanied by Certificate of Test No. 3261. Marks-B.P. 3261 W.B. 19-6-35, L.R.

Several sheave pins renewed.

Engine Room skylight completely renewed of steel, together with hinged covers (E.W. Constine).

Boat deck (etc.) renewed completely aft. of engine skylight.

Companion on Boat deck (leading to accomm alleyway on Shelter deck) renewed completely of steel.

Two Companionways on Shelter Deck - Top & side plating part renewed.

Boat Deck - wood deck partly renewed & all caulked & parfed.

(See Contin.) etc.

## "S/S. OLYMPIC"

Repairs W & T.

Fore & aft gangway - margin planking removed, steelwork sealed & recoated in way & stringer angle renewed where required.

Oil tight hatches - new packing fitted - a number of swivel bolts & cleat fastenings renewed.

Ventilators - a number of coamings, ventilator tubes & cowls part renewed & repaired.

Steam heating coils in cargo tanks partly & satisfactorily tested.

Cargo piping, valves, expansion glands etc. overhauled, tested & placed in order.

Also other minor repairs to deck fittings etc.

Forwarded Herewith.

Copy of Cert B & Damage Rpt 10 issued.

The following plans (received direct from London See Sect. letter. S 10<sup>th</sup> June 41)

Midship Section (original & as converted 1912). ✓

Oil tight transverse bulkheads. ✓

Middle line bulkhead. ✓

Arrangement of Deck plating.

Original freeboard report. (Rpt C11 & C11 comp..

also form of verification herewith).

Also Plan of Boilers (obtained from New York).

WR.