

Date of writing Report 30.4 Sept. 41 When handed in at Local Office 30.4 Sept. 10.41 Port of GALVESTON  
No. in Survey held at HOUSTON & GALVESTON Date, First Survey 30/5/41 Last Survey 11/9/1941  
Reg. Book. "26 OLYMPIC" (No. of Visits 23.)

80426 on the Wood, Iron or Steel *Ys. OLYMPIC.*

	TONNAGE—	Built at	By whom	When	YEAR.	MONTH.
GROSS	<i>5335</i>	<i>South Shields</i>	<i>J. Redhead &amp; Sons</i>	<i>1904</i>	<i>11</i>	
UNDER DK.	<i>5134</i>	Owners	<i>COMPANIA INTERNACIONAL DE</i>	<i>Boque 809 &amp; 910.</i>		
NET	<i>3352</i>	<i>Managers</i>	<i>VAPORES.</i>	Owners' Address	<i>17 STATE STREET, NEW YORK</i>	
				(if not already recorded in Appendix to Register Book).		
				Port belonging to	<i>PANAMA.</i>	
			<i>Local Calv. Dry Dock, Calv.</i>			

Surveyed Afloat or in Dry Dock? <i>Both.</i>		Name of Dock <i>Engineering Basin &amp; the Ref. Dock, Houston.</i>		Destined Voyage <i>7</i>			
Cell D	Bor D	Ba	feet; uE & B	feet; f	feet		
total capacity		tons. FPT	tons; APT	tons; MT	tons.		
only alterations in the existing records of tanks should be inserted. <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">           CHARACTER.            * for Special Survey.         </td> <td style="width: 50%;">           Machinery and Boiler Surveys         </td> </tr> </table>						CHARACTER. * for Special Survey.	Machinery and Boiler Surveys
CHARACTER. * for Special Survey.	Machinery and Boiler Surveys						

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 89433<sup>a</sup> Port Lon + 11.25 -

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

(P. L. S. E. T. F. C. 10<sup>th</sup> June 1941)

S.S. N.Y.K. No 3 - 1.20.  
(Reclassification Contemplated)

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 to whom and why they were declined See Dam Rpt

Owner Bureau  
 Society's Freeboard (if assigned) as painted on Ship and now verified } 7 ft. 7 1/2 ins

issued, copy herewith. Was a damage report made by anyone else? if so, by whom? *Yes. See to Zone Lab as*

REPAIRS, OR EXAMINATION AS PER RULE, FOR Reclassification in the Society Reg. Book (Full  
S.S. 2<sup>nd</sup> No. 3) and Collision Damage.

Damage stated sustained by collision at Houston, Tex., on the  
on the 12<sup>th</sup> Feb. 1944, with Barge C.B.L. 106 or (C.B.L. 104) in tow of  
Tug "Maude Wilmet" - See Damage Report.

Now Done: whilst undergoing reclassification Survey the following damage repairs effected in consequence of above.

Coll. Damage Repaired.

Port Side.  
 Birch stake below Lh. Deck Sheer - Plate No 7. - Laid in place - - 11  
 Seventh " " " " - Plate No 2 - Laid in place -

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed	✓							
Removed and Fair'd or Repaired	✓							

[illegible]

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in this survey, thus, for example:— ".....to remain as classed in the Register Book without fresh record of Survey," "to remain as classed survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in a good & efficient condition & engine &  
pump to be now classed 1-100A1 "Shelter Deck with fire  
in the Society's Register Book, with record of Survey, 9, H1, on  
notation now of S.S. GAL. 2<sup>nd</sup> No 3-9, H1, "Carrying oil &  
Bulk, F.P. above 150° F".

Copy Fee (per Section 20)	Full 5s. 3d. x 2	693.75	Fees Applied to	30/9/1911	WR	£.
Special Damage or Repair Fee (if any) (per Sec. 20)		40.00	Received by me,			
Selling Expenses (if chargeable)		22.50	10			
TELEGRAMS (Galveston)		5.00				
and Surveyor's Fee (if any)						
			Linn Rennie & M. Dickie			
			Surveyors to Lloyd's Register of Shipping			

NEW YORK OCT 22 1941

Character Assigned *+100A1 Shelter Deck with freeboard*  
*carrying oil fuel in bulk F.P. above 150°F.*  
*hitted for oil fuel 1912 F.P. above 150°F.*  
*S. S. GAL. 2ND NO. 3-9, 41, \*LMC-9, T. S. 7, 41.*  
*2 NB MADE 18, REFITTED 37-1 76 LBS.*



"S/S. OLYMPIC"

Collision Damage Repairs (Could?)

Port Side (Could.)

7<sup>th</sup> stripe below Shelter St. Pier - No 3 plate - renewed - - (1)

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

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

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

5. . . . . No 5 plate (numbered from left)  
 Javed in place - - - - (1)

All repairs satisfactorily tested.

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

vessel placed in drydock. Bottom & rudder (lifted) cleaned, examined & recoated. Dry holds, peaks, liveen decks, deck erection spaces, bunkers, machinery spaces, pump rooms & 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 rooms 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, windlass, 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 & C11C sub.  
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. steel link), but no markings were legible, and no certificates were on board or in the possession of the new owners. The three bower anchors & one stream anchor, also remaining chain cable would appear to be the existing equipment when formerly classed with this Society. Chain cable, minimum mean diam. 1 3/32", average mean diam 2" (orig diam 2 7/16"). A number of lengths of hawtens & warp now renewed. General equipment complete. See Contin. W.R. Lloyd's R.



"S/S. OLYMPIC."Special notes.

For many years this vessel has only been carrying heavy oils, and the after Summer 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 gallery 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's 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 Contin. WR.

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



## "Ss. 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 4 frames & side stringer shell legs in way of above plating renewed.

Side stringers in way of fwd. dry 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.

(Lee Curlin)

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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 tie 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 bunkers 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.

Winchlass - 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 Bradlee 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.) &c.



"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.