

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office 13 FEB 1942)

Date of writing Report 21<sup>st</sup> Nov., 1941. When handed in at Local Office 21<sup>st</sup> Nov., 1941. Port of Singapore.  
 No. in Reg. Book. 80711 Survey held at Singapore. Date. First Survey 13<sup>th</sup> Nov. Last Survey 21<sup>st</sup> Nov. 1941  
 on the Machinery of the Steel M.V. "OLIVIA." (No. of Visits 2.)  
 Tonnage { Gross 6307 Vessel built at Monfalcone. By whom Benetti Rioniti Dell'Isola. When 1939-7.  
 Net 3600 Engines made at Monfalcone. By whom Benetti Rioniti Dell'Isola. When 1939-7.  
 Nominal Horse Power 377 Boilers, when made (Main) ☒ (Donkey) 1939-7.  
 No. of Main Boilers ✓ Owners P. T. Curacao Scheep. Maats. Owners' Address ✓  
 No. of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers ✓ Port The Hague. Voyage ✓  
 in Donkey Boilers 180 lb. If Surveyed Afloat ✓ or in Dry Dock Tanjong Pagar.  
 (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking.

(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 each Main Boiler separately and make a thorough examination at this time? ☒

" " Donkey " " " No.  
 If this was not done, state for what reasons Donkey boiler not prepared for survey.

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 the screw shaft now been drawn and examined? No.

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? No.

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 bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Propeller and outside fastenings examined and found satisfactory.  
C.S.:- Nothing was done to advance the survey at this time. The main and auxiliary machinery was generally examined and it appeared to be in efficient working condition.

## General Observations, Opinion, and Recommendation:—The machinery of this vessel is

(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.)

eligible, in my opinion, to remain as now classed in the Register Book without fresh record of survey.

Survey Fee (per Section 29) £ \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 29.) £ \_\_\_\_\_

Travelling expenses (if chargeable) £ \_\_\_\_\_

Fees applied for

✓ 19

Received by me, ✓ 19

Committee's Minute

Assigned as now

TUE 24 FEB 1942

John H. Normand 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

W1153-0138



*Hm*

It is submitted that  
this period is eligible to  
remain as **CLASSED**.

23.2.42

*Hm*



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