

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

(Received at London Office 8 DEC 1944)

Date of writing Report 19 When handed in at Local Office 28-11-44 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 81835 Survey held at Newcastle-on-Tyne Date First Survey Nov. 6th Last Survey 24-11-1944 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S/S "Odysseus"

Tonnage Gross 5414 Net 3350 Vessel built at Sunderland By whom Short Bros. Ltd. When 1913-3

Nominal Horse Power 386 Engines made at Sunderland By whom J. Dickinson & Sons, Ltd. When 1913 (Donkey) ✓

No. of Main Boilers 258 Owners P. A. Yannoulatos Owners' Address (if not already recorded in Appendix to Register Book.) Port PIREUS Voyage ✓

No. of Donkey Boilers ✓ Managers ✓

Steam Pressure in Main Boilers 180 lbs/sq. in. If Surveyed Afloat or in Dry Dock Yes-Both (State name of Dock.) Middle Dry Dock

in Donkey Boilers ✓

Last Report No. Port Particulars of Examination and Repairs (if any) S.R.L. Mach. Repairs

(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? ✓

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 the 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? No

Has shaft now been changed? No

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 19-11-44

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft WD 3/16"

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

New Don Vessel placed in drydock. Propeller, tailshaft, stern bush, and outside fastenings of sea connections examined and found or placed in good order.

S.R.L. L.P. cylinder cover examined and found to be cracked, and unfit for further use.

A new cylinder cover was fitted, examined and found to be satisfactory.

It is submitted that this item be deleted from the S.R.L.

Water end of ballast pump opened out, and examined, and found to be efficient meanwhile.

It was impossible to renew stoppered tubes in Port and Starboard boilers at this time, stoppers, taken out, cleaned, & re-pointed.

Repairs. New L.P. cylinder cover fitted, made by J. Dickinson & Sons, Ltd., Sunderland. Crank shaft of ballast pump faired.

General Observations, Opinion, and Recommendation: The machinery of this vessel so

(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

US 3,34, 140 lb., F.D., &c.)

far as now seen is in good order, and eligible in our opinion to remain as classed, with fresh record of survey CL 11,44, and subject to 2 stoppered tubes in port M.B. and 1 in stbd B. being renewed first opportunity, and water end of ballast pump being renewed by 3,45.

Survey Fee (per Section 20) £ : : Fees applied for -7 DEC 1944

Special Damage or Repair Fee (if any) (per Section 20.) £ 2 : 2 : 0 Received by me, 19.

Travelling expenses (if chargeable) £ : : LICENCE CASE TUES. 19 DEC 1944

Committee's Minute Assigned As new subject

John Youngson by Allen
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

Certificate required? If so, to be sent to

210 9522