

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18/5/38. When handed in at Local Office 18/5/38.

Port of PIRAEUS.

No. in Survey held at PIRAEUS.

Date, First Survey 14/2/38. Last Survey 10/5/1938.

Reg. Book.

(No. of Visits - 18 -)

11049 on the ~~Wood, Iron or Steel~~ S.S. "ODYSSEUS"

TONNAGE:-

Built at Sunderland

By whom Short Bros. & Co.

When 1913 - 3.

GROSS 4574

Owners P. A. Sannoulatos.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DECK 4035

Managers

Port belonging to Piraeus

NET 2780

Surveyed Afloat or in Dry Dock? Both. Name of Dock No. 1 D. Dock, Piraeus. Destined Voyage

WB = Cell DBor DBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 26240 Port Rot

(Periodical Surveys, when held, must be reported in detail and acriation 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 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. H. 33/8/37 & 24/2/38.

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.

Was a damage report made by anyone else? If so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION 2ND SPECIAL SURVEY No. 3

Now Done:

Vessel placed in dry dock. The bottom, stern frame and rudder (rudder removed for testing of alignment) cleaned, examined and recoated. All close ceiling in all holds, cross and side bunkers and foot plates in engine and boiler spaces removed, side bilges in No. 1 and 4 holds and bilge wells in cargo and machinery spaces cleaned and recoated. All steelwork externally above the light load line and internally throughout the holds, cross and side bunkers, boiler and engine spaces scaled as necessary and recoated. All double bottom tanks cleaned, steelwork scaled as required, examined internally and externally, repaired, recoated and tested under

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Felt).	✓
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Scuppers	"	Boats	Good
Outside Plating	"	Cement or Asphalt	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Breasthooks	"	(State which.)	"	Hatches	"	Condition, how ascertained	From deck
Transoms	"	Rudder	"	Planking of Wood Vessels	"	(State if wedges removed)	None
Frames	"	Steering gear and its connections	"	Caulking	ditto	Sails	✓
Reverse Frames	"	Windlass	"	Treenails	ditto	Equipment letter	✓
Longitudinals	"	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Anchors, No. of	38 15 1K
Transverses	"	Have Sluice Valves now been examined and found efficient?	None	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	Yes
Floors	"	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" length	27 ft. min. size 2 1/4"
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto Ditto at other places	ditto	" Rule length	27 ft. min. size 2 1/4"
Stringers	"			Stringers, Clamps & Shelves	ditto	Hawser & Warps	Sufficient
Inner Bottom Plating	"			Setting (State if examined.)	ditto	Standing and Running Rigging	Good

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd24, &c."

This vessel is in an efficient condition and eligible, in my opinion, to be continued as at present classed - H100A1 Shelter d.s. with Freeboard - with fresh record of Survey 5.38 and to have notation of 2ND Special Survey No. 3 (with appropriate date). Recommended that the entries in Special Reasons list be deleted with regard to Donkey Boiler.

Survey Fee (per Section 20) Comp. 2 ND SS. No. 3	39	10	0	Fees applied for,
Special Damage or Repair Fee (if any) EARLY FEE	2	2	0	18/5/1938
Travelling Expenses (if chargeable)	2	0	0	Received by me.
Second Surveyor's Fee (if any) CABLEGRAM		6	0	✓ 19

Committee's Minute

Character Assigned

FRI. 3 JUN 1938

100A1 Without Spl. Cond.
Shelter d.s. with Freeboard + Amble 5.38
S.S. 2d. No. 3 - 5.38 Subject

CERTIFICATE WRITTEN

Robert G. Knox.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W256-0197(114)

S.S. "ODYSSEUS."

water pressure in accordance with the Rules and found or made tight. All bilge wells examined internally. Anchors examined and chain cables ranged and gauged. The cable locker cleaned, ship's side framing and all steelworks in way scaled, examined and recoated. The upper deck under and in way of the donkey boiler examined and repaired. All hatchways, hatch covers and supports, tarpaulins, cleats and battens, ventilator coamings and covers, auxiliary and steam steering gear and connections, steering engine, windlass and engine, lawee and chain pipes, watertight doors, air and sounding pipes and doubling plates examined and found or placed in order and the freeboard verified.

All rule requirements now completed.

The steelworks in peaks, crew spaces, tonnage opening, shelter deck space, holds, bunks and machinery spaces, plating in way of side lights, the decks, deck erections, masts, general equipment all generally examined and found in satisfactory condition.

Repairs—Wear & Tear.

NOTE: C.P.R. denotes dropped and part renewed.

Bottom Plating. (Plates numbered from forward).

Port side:

'A' Strake:- No 3 plate - 23 rivets renewed in 2 longitudinal shell frames.

Stem Frame: Streamlining plates now fitted and electrically welded to the rudder post section of the stem frame and the cavity in the fin filled in with hot pitch.

Rudder: The stock and main piece removed to shop, stock placed in lathe and found true but the pintle hole in bottom end of stock found worn and now bored out true and a new pintle fitted. Stock and main piece coupled up, tried for alignment, the pintle holes in Nos 4 & 5 arms from heel of main piece found somewhat out of line, the pintle holes in all five arms skimmed out in true alignment with the stock and stock pintle and five new pintles fitted.

The six gudgeon holes in rudder post section of the stem frame skimmed out in alignment and new bushes fitted.

The shelter deck plating, in way of opening for stock, reinforced with a substantial riveted doubling, stock and rudder main piece and plate replaced, deck stuffing box and gland refitted and lined up as required and secured to new doubling plate. Quadrant and hand gear refitted. Upon completion of the repairs and adjustments the hand and power steering gear tried under working conditions and all left in good working order.

S.S. "ODYSSEUS."

N° 4 tank (continued).

Internally: Port side - The upper part of five floors, in the two bays next to centre girder, cropped out and together with their double upper angles renewed.

Eleven intercostals C.P.R. and 20 vertical angles from floors to intercostals, renewed.

One bracket plate to forward W.T. floor renewed.

Starboard side:- The upper part of six floors and their double angles similarly dealt with as at port side of tank.

Six intercostals C.P.R. and their upper angles renewed.

14 vertical angles renewed.

N° 6 tank.

4 plates of the tank top renewed.

Upper deck. (in way of donkey boiler and recess).

2 deck plates renewed.

Saloon and Officers Houses on Shelter deck. 8 small doublings fitted to plating in way of local wastage.

Hatchways on Freeboard deck. (within Shelter tween deck space).

20 wood covers renewed. & 28 repaired.

6 hatch rest angles and 76 cleats renewed.

Approx. 361 rust drawn rivets cut out and renewed in angle mountings of 5 beams.

One hatch beam angle bar socket renewed.

Port after coaling Hatchway - Starboard side coaming renewed.

Hatchways on Shelter deck.

40 wood covers renewed.

Approx. 376 cleats renewed.

Approx. 480 rust drawn rivets cut out and renewed in angle mountings of 6 beams, 204 rivets in coaming plates half round mouldings and 200 rivets in connection of hatch beam angle bar sockets to side coaming plates. renewed.

Engine skylight:

Approx. 182 rivets cut out and renewed in angle connections of forward and after plating.

One cover angle frame renewed and one partly renewed.

Ventilator coamings.

To Engine Room - 2 repaired.

Windlass and Engine: The steel pinion wheel on crank shaft renewed. Piston rings renewed.

Starboard Hawse Pipe: Renewed.

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