

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office)

MAY 18 1938

Date of writing Report 12/5/38 When handed in at Local Office 12/5/38 Port of PIRAEUS.

No. in Survey held at PIRAEUS Date, First Survey 22/2/38 Last Survey 10/5/38  
 Reg. Book. (No. of Visits 9)

21049 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "ODYSSEUS"

Tonnage Gross 4577 Vessel built at Sunderland By whom Short Bros. Ltd. When 1913-3 mo.  
 Net 2780 Engines made at Sunderland By whom J. Dickinson & Sons. Ltd. When 1913

Nominal Horse Power 386 Boilers, when made (Main) 1913 (Donkey) ✓

No. of Main Boilers 2 Owners' Address P. & S. Lammoulatos (if not already recorded in Appendix to Register Book.)  
 Port Piraeus Voyage ✓

No. of Donkey Boilers ✓ Managers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Piraeus Harbour  
 in Donkey Boilers ✓ (State name of Dock.) No. 1 Dry Dock, Piraeus

Last Report No. Port Particulars of Examination and Repairs (if any) ELMC.

(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? Yes.

" " Donkey " " " ✓

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 28/4/38.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 80 lbs. □"

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? Yes.

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? (Bolt) Yes.

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boiler? ✓

Has 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? ✓

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 1/8"

Is electric light and/or power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward.

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

Now DONE: Vessel placed in Dry Dock. Propeller, outer end of stern bush and tube, sea connections and their fastenings, all cylinders, pistons, rings, rods, slide valves, spindles, cranks, thrust and intermediate shafts, guides, column, bed plate, air, circulating, feed, bilge, and the three auxiliary pumps, their connections and pumping arrangements examined throughout. The condenser examined and tested by head of water. The two main boilers, their doors, fastenings, mountings and safety valves examined throughout and the furnaces gauged, found or placed in order as under, examined under steam and the safety valves adjusted as above. The main steam pipes (three lengths copper solid drawn) removed, annealed and hydraulically tested to 360 lbs. per square inch. The main funnel examined. The electric lighting installation examined, megger tested and the engine and dynamo tried under P.T.O.

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, or L.M.C. 9.11, 140 lb., F.D., &c.)

in good working order and eligible, in my opinion, to be continued as at present classed with fresh record of ELMC 5.38, subject to the Donkey Boiler not being used as previously recommended.

Survey Fee (per Section 29) LMC £ 30 : 0 : 0 Fees applied for 12/5/38  
 Special Damage Repair Fee (if any) ELC, LIGHT INSTL. £ 2 : 10 : 0  
 Travelling expenses (if chargeable) £ 1 : 0 : 0 Received by me, ✓ 19

Committee's Minute

FRI, 3 JUN 1938

Assigned

+ Lmb. 5-38 subject

CERTIFICATE WRITTEN

Robert G. Knox  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W256-0119

Is a Certificate required? If so, to be sent to Lloyd's Register Office, 25, Abchurch Lane, London, E.C. 4.



Full load and found in order.

Repairs - Wear & Tear.

Main Engines:

M.P. cylinder - Escape valve renewed on the cover.

L.P. crank pin brasses - the top half remounted.

L.P. crosshead brasses - the bottom half renewed.

Both main feed pump rams renewed and neck and gland bushes bored out to suit.

Main feed pumps - H suction and delivery valves renewed.

Main Condenser. All tubes removed, cleaned, tested and refitted.

Approx. 200 tubes and 1500 brass screwed ferrules renewed.

Ballast pumps. Steam piston rings renewed.

Weir feed pumps. Steam piston rings and 8 suction and delivery valves renewed.

Port and starboard Main boilers: The landing edge of the shell plates at bottom in way of the front circumferential seam built up by electric welding where slightly locally wasted.

The upper part of the forward collision chokes - two each boiler - renewed.

Port main boiler. Combustion chamber. 54 screw stays renewed in the back plates of the four c.c.'s and the plates built up by electric welding on the water side - where accessible - and on the fire side in root of flanging and in way of twenty margin screw stays to compensate for the corrosive pitting on the water side.

91 plain tubes renewed.

Starboard main boiler: Star. c.c. back plate. 2 margin screw stays renewed and the plate built up by welding around the stay holes.

94 plain tubes renewed.

Main Funnel: 8 plates renewed.

R.G.K.