

Date of writing Report 30-11-1945 When handed in at Local Office 30-11-1945 Port of PORT NATAL  
 No. in Survey held at PORT NATAL Date, First Survey 22-8-45 Last Survey 23-11-1945  
 Reg. Book. 7838 on the Wood, 167 by Steel S.S. "OLCADES" (No. of Visits 25)  
 TONNAGE:— Built at Belfast By whom Workman Clark & Co., Ltd. When 1918 Month 16  
 Gross 6891 Owners The Admiralty Owners' Address -  
 Under Dk. 6297 Managers The Admiralty Port belonging to London  
 Net 4067

Surveyed Afloat or in Dry Dock? Both Name of Dock Port Natal Graving Dock Destined Voyage -  
 Cell D/Bor D/Ba. - feet; uE & B. - feet; f. - feet } Particulars of Classification (which must be inserted  
 total capacity. - tons; FPT - tons; APT - tons; MT - feet. } precisely as in Register Book and Supplements)

Only alterations in the existing records of tanks should be inserted.  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 7946 Port Bom.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 7,43	+LMC MS 11,38
ss Pts No. 3-10, 30B.S. 1,45	
ss Nwc No. 2-38 7S(CL) 5,43	
Exd 7,43	

*Changing plate in hull  
 Fitted for last Survey 10.18  
 P. Adams R.T.F.*

Periodical Surveys, when held, must be reported in detail and serially 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.

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 Condition & Gen. Exm. & Freeboard ren. Survey.  
Now done for condition. Vessel placed in drydock bottom, keel and rudder cleaned, examined found or placed in efficient condition and recoated. Anchors and cables ranged examined and found or placed in good condition. Number of anchors, mean diameter and length of chain cables checked and found to be 3 B.1 Str. and 1 K. total length of cable 270 fathoms mean diameter at the most worn part  $2\frac{3}{16}$ ".

Now done for General Examination:  
 General Examination made of:  
 Main cargo tanks, summertanks, cofferdams, pump rooms forepeak tank and forepeak spaces, afterpeak tank and afterpeak spaces, forcastle, bridge and poop spaces, engine and boiler spaces, double bottom tank in way of engine and boiler spaces, decks, casings, tank and ventilator coamings and (See over)

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 .. .. .								
Fair'd or Repaired in place .. .. .								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Good	Good	Good	Good	(State if on Felt.)	When fitted, Month Year
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, etc.	-		
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	Boats	Good
Beams and Fastenings	-	Rudder	Good	Scuppers	Good	Masts, Yards, &c	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained from aloft	from aloft
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	(State if wedges removed.)	No
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	-	Equipment letter	A+
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking	-	Anchors, No. of	3 Bl str 1 K
Longitudinals	Good	Have watertight doors been examined and found efficient?	Yes	Treenails	-	Cables (State if now ranged)	Yes
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" length 270 mean diamr $2\frac{3}{16}$	Yes Owners
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	(on board)	
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	-	" Rule length 270 size $2\frac{5}{16}$	
Stringers	Good			" " at other places	-	Chain Locker	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	-	Hawsers and Warps	Good
Have the Tanks been examined internally?	Yes			Saltings	(State if examined.)	Standing and Running Rigging	Good
Have the Tanks been tested?	No					Sails	-

General Observations, Opinion as to Class, Recommendation, etc.:—  
 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 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 eligible in my opinion to remain as classed with fresh record of survey 11.45 and the notation of examined 11.45 (12mos) subject to indented H strake pltg & C in way of No.5 and 6 tanks (p.s.) Indented bottom pltg and No.9 plate 2nd strake below sheer (s.s.) and pltg in 2nd and 3rd strakes below sheer abeast No.10 tank (p.s.)

Survey Fee (per Section 29) Gen Exam.	£ 40 : 0 : 0	Fees applied for, 29-11-45 Received by me, 19
Special Damage or Repair Fees (per Sec. 29)	£ 21 : 0 : 0	
Travelling Expenses (if chargeable)	£ 3 : 2 : 6	
Second Surveyor's Fee (if any)	£	

FRI. 15 FEB 1946  
 11.45 P.N.L. subject  
 Examined 11.45  
 BS 11.45

*James Gore*  
 Surveyor to Lloyd's Register of Shipping.



CERTIFICATE WRITTEN

24 JAN 1946

007059-007071-0016 1/2

Is Certificate required? If so, to be sent to

(The Surveyors are requested not to write a

S.S. OLCADES.

Gratings and covers on fidley top renewed, wasted.

Windlass gipseys rebushed, worn.

Windlass cylinder block renewed, worn.

Several items on deck of a minor nature made good.

Internal Structure.

Lower part of afterpeak bulkhead doubled partly wasted.

Eighth wasted tankhead beams of double bottom tank in way of boilers cropped at forward end and part renewed.

One doubler fitted to tank margin plate in way of Portside engine room bilge, local wastage.

All the above repairs have been efficiently carried out.

S R L. Indented shell and bottom plating examined and found in efficient condition, no repairs have been carried out to this item.

*J. M. Lane*

all other deck openings with closing arrangements. Superstructure bulkheads with closing appliances, steering gear, windlass and general equipment and all found or placed in efficient condition for a period of 12 months.

Freeboard markings verified and found good.

Repairs W & T. Rudder and shell plating.

Rudder lifted, gudgeons rebushed and rudder refitted, rudder nose plates renewed, wasted No.1 and No.2 keel plates doubled, partly wasted. Keelplates were found to be badly

pitted over forward half length of vessel, all pits have now been filled up by electric welding. Several shell plates, mainly in bilge strake and strake above (p&s.)

were found to be badly pitted, stated to have been caused by a shell fish or "borer" in Bombay harbour, all pits have now been built up by electric welding.

One doubler fitted to shell plate in way of engine room bilge (s.s.) holed in two places, caused by "borer".

Two doublers fitted to shell plating in way of after engine room tween deck, (p.s.) local wastage.

Several corroded rivet points in bowplating (p. & s.) built up by electric welding.

ANCHORS AND CABLES. All joining shackle pins renewed, worn. Both anchor shackles renewed, one fractured one badly worn. Crown pins of all three bower anchors renewed, worn.

DECKS.

Four doublers fitted on forecastle deck plates, holed and thin.

At the instance of the Owners Wood sheathing fitted on forecastle deck.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight Ex Stock, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

Two doublers fitted to bridge deck plating, thin.

Overhang fore and aft of bridge deck reinforced with fore and aft beams, same attached to bulkheads with brackets. At the instance of the Owners wood sheathing fitted on bridge deck.

All cargo tank lids and screwdown arrangements of same overhauled and placed in order.

A number of holed and wasted ventilator coamings renewed.

All side scuttles and deadlights in forecastle rerubbered.

Covering, steel checker plates, and handrails of fore and aft gangways renewed, wasted (See follower).

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

