

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When landed in at Local Office 19... Port of LOS ANGELES, CALIFORNIA.

No. in Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey June 2nd Last Survey July 16th 19 28
Reg. Book. (SAN PEDRO) (No. of Visits 26)on the ~~Highway~~ Steel S.S. "HELEN OLMSTED"

TONNAGE:-

Built at Oakland, Cal.

By whom Moore S.B.Co.

When 1920

MONTH.

GROSS 7312

Owners California Pet. S.S. Corp.

Owners' Address

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

UNDER DK 6780

Managers

Port belonging to Los Angeles

NET 4528

Surveyed Afloat or in Dry Dock? Both Name of Dock L.A. SB & DD Corp. Destined Voyage Philadelphia

W.B. = Cell D B or D B a feet; u E & 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).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Beller Surveys (including date of N.B., if any).
* 100 A1 10,27		LMC 12,24
ss Phl. No. 1-24		BS 7,27
		TS N3,27 cl

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. 5680 Port Phl.

(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 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 Copy attached

Society's Freeboard (if assigned) as painted on Ship and now verified
Mr. Warkman, London Salvage, and Mr. Summers American Bureau.

PAIRS, OR EXAMINATION AS PER RULE, FOR S.S. NO.2 & DAMAGE.

OW DONE:- S.S. NO.2 - The vessel placed on dry dock, the bottom and rudder cleaned, examined and coated. The cables were ranged, examined and found or placed in good order. 270 fathoms 25/16" diameter. The fore peak, chain locker, fore hold, deep tank, crew and machinery spaces, under engines and boilers and double bottom tanks and the after peak were cleaned, examined and found or placed in good order. The fore peak, fore deep tank, oil fuel tanks, all cargo tanks, double bottom tanks, cofferdams, and the after peak tank were tested to Rule requirements and found or made good. Examined the decks, casings, masts, rigging, air and sounding pipes, steering gear and connections, windlass, pumps, etc., and found all in good order.

DAMAGE REPAIRS:- On the starboard side in way of the No.1 tank and forward cofferdam the following plates were dealt with. "A" Strake: No.4 renewed. "B" strake No.2 removed, and faired. "F" Strake, No.4, "G" Strake Nos.4 & 5, "H" Strake #4 and Sheer Strake No.5, all renewed. "J" Strake No.4 removed, faired and replaced and "H" Strake No.3 faired in place. The deck plating on the starboard side, centre line strake plates Nos.1 & 2 removed and faired, plates Nos.3 & 4 renewed. On the starboard side, plates "A" Nos. 3 & 4, "B" No.3 "C" Nos.2,3 & 4, "D" Nos.1,2 & 3 and stringer plates Nos.3,4 & 5 all renewed. "A" No.2, "B" No.2 faired in place. "B" No.4 removed & OVER faired.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	6	14			15		22	
Removed and Faired or Repaired	2						5	
Faired or Repaired in place	1						6	

PRESENT CONDITION OF THE

Good	Yes	Good	---
Planking of Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Paintings	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
Frames & Fastenings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month, --- Year, ---
Side Plating	Ceiling	Scuppers	Boats
Fastenings	Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
Stems	(State which.)	Hatches	Condition, how ascertained
Frames	Rudder	Planking of Wood Vessels	(State if wedges removed) ---
Longitudinals	Steering gear and its connections	Caulking	Sails
Transverses	Windlass	Treemails	Equipment letter a+
Frames	Have Pumps now been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of 3B, 1S, 1K
Frames	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged) Yes
Frames	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	length 270 fath 25/16
Frames	Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places ditto	on board 270 fath 25/16
Frames		Stringers, Clamps & Shelves ditto	Hawser & Warps Good
Frames		Salting (State if examined.) ditto	Standing and Running Rigging

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, so far as seen, is now in efficient condition, eligible in my opinion to be continued

Classed with fresh record of Survey 7-28 and notation of S.S. No.2 7-28.

Fee (per Section 20) \$250.00

Fees applied for,

Additional Damage or Repair Fee (if any) A/c #177 \$140.00

Jul. 23, 28

(per Sec. 20) Exps. 15.00

Received by me,

Selling Expenses (if chargeable) \$ 15.00

19

and Surveyor's Fee (if any)

Committee's Minute

NEW YORK AUG - 8 1928

Character Assigned

100 A1 Carrying Petroleum in bulk
Fitted in oil fuel 7-20 F.P. above 150°F.
S.S. NO. 2-28 LMC 7-28

CERTIFICATE WRITTEN 69

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

007958-007966-0197 1/2

23 AUG 1928

Port of LOS ANGELES, CALIFORNIA. Continuation of Report No. 718 dated Jne.2 to Jul.16 on the

S.S. "HELEN OLMSTED"

Tween Deck Plating in Dry Cargo Hold:- Centre line No.3, "A" strake No.3, "B" strake No.2, "C" strake No.2, "D" strake No.1 and stringer plate No.4 were renewed. "C" strake No.1, stringer plate No.3 removed, faired and refitted. Also on this deck in way of No.1 summer tank "D" strake plate No.2 and "C" strake No.3 were renewed. The fore mast with doubling plate was removed and reriveted after deck plating was completed. The deck stringer angle was renewed in way of the new stringer plates. Deck plating on the Port Side: the hatch coaming on the main deck at the fore hold was removed, and the deck plating released and faired. The forward winch foundation was removed and the extension shafts faired and refitted, the drum shaft renewed and the starboard outboard bracket and foundation renewed. No.1 Starboard Cargo Tank: hatch coaming renewed with the cover fastenings, cover faired and refitted, stanchions and chains faired and refitted. No.1 Starboard Summer Tank: hatch cover and coaming and fittings, vapor lines and fittings, steam smothering lines, fire lines, fuel lines, steam and exhaust lines, were placed in good order and tested as necessary. All control rods, hand wheels, etc., were refitted in good working order. Fore and Aft Bridge: from the forecastle bulkhead to the break forward of the foremast entirely renewed, remainder of bridge faired as necessary, stanchions and wire rope rails renewed or refitted as necessary. The stanchions and rails on the forecastle head at the after end were faired and refitted. Port and starboard ladders to the forecastle head refitted. Dry Cargo Hold: wood covers at fore hatch on both main and tween decks were renewed, and the hatch beams at both main and tween deck were cut adrift, faired and refitted. A new cargo boom was fitted over the fore hatch. Main Deck Beams:- on the starboard side in the fore hold from the centre line Nos.1 to 7 inclusive were faired in place and the brackets and bulkhead clips on these frames were renewed. The centre line beam was removed, faired and replaced. The transverse beams (2) at fore and aft end of the hatch were cut adrift and faired in place. The bulkhead on the starboard side between the forward hold and the cofferdam was renewed from the centre line to the ship's side and from the main deck down to the top edge of the bottom strake, this bottom strake was faired in place along the top edge. All stiffeners and connections on this bulkhead were renewed as original. Lower Hold in Dry Cargo Space: the centre line web on the bulkhead with the top and bottom brackets was removed, faired and refitted. Eight tween deck beams on the starboard side were renewed to approved butts and backing pieces fitted at the butts. Eight beam brackets and clips at the bulkhead were renewed. Nos.1,2,3 & 4 longitudinal side frames were renewed to approved butts fitted with backing pieces and the brackets and clips on these frames at the bulkhead were renewed. The stanchions on the centre line at the fore and after ends of the hatch were removed and refitted with new angle clips top and bottom. The transverse beams at the fore and after end of this hatch were cut adrift, the bottom angles part renewed with efficient bosom pieces and the plate renewed from the joint at starboard side of hatch to the web frames at the ship's side. Deep Tank Top: The tank top plating in way of the bulkhead on the starboard side was cropped for about 4 ft. from the bulkhead and a thwartship plate fitted from the centre line to the ship's side, the bounding angle on the tank top was renewed. The centre line stanchions Nos.2 & 3 from the forward end had the clip connections to the tank top renewed. Forward Cofferdam: The after bulkhead between the cofferdam and No.1 tank was entirely renewed * Starboard Side fitted. The fore and aft wash plate was renewed from the bottom of the ship up to the summer tank with all connections as originally fitted. On the centre line bulkhead five strakes of plating from the deck downwards were renewed with all plating, stiffeners and brackets and the bottom plate on the centreline was cut adrift, faired and reriveted. Eight side frames with brackets to bulkheads were renewed. The cofferdam Port Side on the centre line, eight brackets on the forward corner and six brackets on the after corner were renewed. No.1 Starboard Main Cargo Tank: The transverse frame at centre of tank was entirely renewed from the centreline vertical web, summer tank vertical web, horizontal web from centreline to ship's side and the centreline bulkhead the two top strakes of plating were renewed and the third strake removed and refitted. All stiffeners on the centreline bulkhead were renewed. (12) Eight longitudinal frames on the ship's side were renewed with brackets and clips at the bulkheads. Five longitudinal deck beams under main deck were renewed with their brackets and clips. Three longitudinal stiffeners on the summer tank fore and aft bulkhead were renewed with the brackets and clips at the forward end. No.1 Port Main Cargo Tank: On the centreline at the forward end 11 brackets to cofferdam bulkhead were renewed. No.2 Starboard Main Cargo Tank: One bracket on forward bulkhead renewed. No.1 Summer Tank Starboard: At the fore and aft bulkhead the forward plate in the top strake was renewed, and the forward plate in the bottom strake was renewed. The angle under main deck in way of the above plating was renewed to the original butt, five longitudinal main deck beams renewed for full length of tank together with the brackets, clips and connections. Five transverse deck beams renewed with brackets and clips. The forward vertical transverse with the deck clip renewed. At the after end bulkhead the top plate was removed, faired and refitted, and the horizontal brackets and clips on this plate were renewed. All ladders, sounding pipes, operating rods, scuppers, heating coils etc., in way of the damage were restored as original. The cargo lines throughout the vessel both suction and discharge were thoroughly cleaned, all valves and expansion joints repacked and the lines tested to 100 lbs. The shell and deck repairs were hose tested where clear of the tanks and made tight. All electric leads at the fore end of the vessel were repaired, tested under working conditions, and found in order.

H. J. Alderson



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Foundation