

# REPORT of SURVEY for REPAIRS, &c.

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

No. in Reg. Book. Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey June 2nd Last Survey July 16th 19 28 (SAN PEDRO) (No. of Visits 26)

23852 on the ~~Holland~~ Steel S.S. "HELEN OLMSTED"

72947

TONNAGE: - Built at Oakland, Cal. By whom Moore S.B.Co. When 1920 6  
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

WB=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
total capacity tons. FPT tons; APT tons; MT feet tons. }

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 Phil.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler 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

Carrying petroleum in bulk.  
Fitted for oil fuel 7,20.  
F.P. above 150°F.

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

Was a damage report made by anyone else? If so, by whom? Mr. Warkman, London Salvage, and Mr. Summers American Bureau.

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

WORK 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	---
State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
State if Tanks now tested	Yes	Engine Room Skylights	(State if on Felt)
Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month --- Year ---
Ceiling	"	Scuppers	Boats
Cement or Asphalt (State which.)	"	Cargo Hatchways	Masts, Yards, &c.
Rudder	"	Hatches	Condition, how ascertained
Steering gear and its connections	"	Planking of Wood Vessels	(State if wedges removed) ---
Windlass	"	Caulking	Sails
Have Pumps now been examined and found efficient?	Yes	Treemails	Equipment letter
Have Sluice Valves now been examined and found efficient?	---	Breasthooks & Stemson	anchors, No. of
Have Watertight Doors now been examined and found efficient?	---	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings ditto	length
		Ditto ditto at other places ditto	on board
		Stringers, Clamps & Shelves ditto	Rule length
		Salting (State if examined.)	Hawser & Warps
			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,	Jul. 23, 28
Special Damage or Repair Fee (if any) (per Sec. 20)	A/c #177 \$140.00	Received by me,	
Expenses (if chargeable)	\$ 15.00		
Selling Expenses (if chargeable)	\$ 15.00		
Surveyor's Fee (if any)			

Committee's Minute

NEW YORK AUG - 8 1928

Character Assigned

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

CERTIFICATE WRITTEN 69



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 chains faired and refitted. No.1 Starboard Summer Tank: hatch cover and coaming faired and refitted. Relief valve and fittings renewed. Deck Piping: all cargo lines 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: remainder of bridge faired as necessary, stanchions and wire rope rails renewed, 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 of 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 from the centre line to the ship's side and from the main deck to the bottom of the ship, together with all stiffeners, frames, brackets and connections as originally 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 horizontal web on main deck with all brackets and clips connections as original. On 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.

\* Starboard Side

*H. J. Anderson*



© 2020

Lloyd's Register  
Foundation