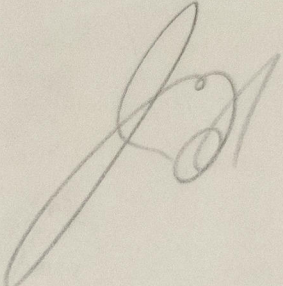


LLOYD'S REGISTER OF SHIPPING

Lang. Rpt. 718  
recd. 20/8/28

7100AM

PORT LOS ANGELES, CALIFORNIA,  
(SAN PEDRO)



JULY 16, 1928.

THIS IS TO CERTIFY that

W.J. ALDERSON,

the undersigned Surveyor to this Society did at the request of the Owners' Representative and A. Lester Best Esq., Lloyd's Agent, Los Angeles, California, attend on board the S.S. "HELEN OLMSTED" 7312 gross tons of Los Angeles - Master, G.A. Bergman - for the purpose of ascertaining the nature and extent of the damage stated to have been sustained through an explosion which took place in the forward starboard cofferdam at about 10:30 a.m. on the 2nd of June, 1928 while the vessel was lying afloat in the Yard of the Los Angeles Shipbuilding & Drydock Corporation, Los Angeles Harbor, California.

For further particulars see log books.

On the 4th of June, 1928 while the vessel was lying on the Dry Dock at the Yard of the Los Angeles Shipbuilding & Drydock Corporation, Los Angeles Harbor, the undersigned made examination and found as follows:-

FOUND

RECOMMENDED

MAIN DECK

Centre Line Strake, plate #1	To be removed, faired and re-
" " " plate #2	turned.
" " " plate #3	To be removed, faired and re-
" " " plate #4	turned.
	To be renewed.
	To be renewed.

The mast doubling plate on this centre line strake together with the foundation brackets and clips to the doubling plate to be removed with the mast and reriveted when the plating is completed.

Starboard Side - Deck Plating

"A" Strake plate No.2	To be released and faired in
" " plate No.3	place.
" " plate No.4	To be renewed.
	To be renewed.

ANGELES RA. A/C #179

way fee \$360.00  
15.00  
\$375.00

Applied for July 23, 1928



JULY 16, 1928.

MAIN DECKStarboard Side - Deck Plating (Contd.)

"B" Strake plate No.2	To be released and faired in place.
" " plate No.3	To be renewed.
" " plate No.4	To be removed, faired and replaced.
"C" Strake plate No.2	To be renewed.
" " plate No.3	To be renewed.
" " plate No.4	To be renewed.
"D" Strake plate No.1	To be renewed.
" " plate No.2	To be renewed.
" " plate No.3	To be renewed.
Stringer plate No. 3	To be renewed.
" plate No.4	To be renewed.
" plate No.5	To be renewed.

The stringer angle to be renewed in way of the above stringer plates.

Port Side - Deck Plating

Hatch coaming to forward dry cargo hold to be completely removed and deck on the port side to be released as necessary for fairing and hatch coaming replaced.

Forward Winch

Forward winch and foundation to be removed and port and starboard extension shafts faired and refitted. Drum shaft to be renewed, and starboard outboard bracket and foundation renewed.

No.1 Starboard Cargo Tank

The hatch coaming, cover and fastenings to be renewed. Stanchions and chains to be faired and refitted.

No.1 Starboard Summer Tank

Hatch cover and coaming to be faired and refitted. Relief valve and fittings to be renewed.

Deck Piping

All cargo lines and fittings, vapor lines and fittings, steam smothering lines, fire lines, fuel lines, steam and exhaust lines together with their fittings to be placed in good order with necessary renewals. All control rods, hand wheels, to be refitted in good working order.

Fore and Aft Bridge

From forecastle bulkhead to the break to be entirely renewed. Remainder of bridge to be faired as necessary, and all stanchions and wire rope rail to be renewed or refitted, also the stanchions and rails on forecastle head to be faired and refitted.



Ladders

Port and Starboard to forecastle head to be refitted.

Dry Cargo Hold

Wood hatch covers on main and tween deck to be renewed.

Hatch beam at tween deck to be refitted.

Hatch beam at main deck to be cut adrift, faired and refitted.

Cargo Boom

Furnish and fit new cargo boom using old irons, and install new saddle rest.

Tween Deck in Dry Cargo Hold

Deck Plating:- Centre line No.3 plate to be renewed.

Starboard Side:- "A" Strake No.3 plate to be renewed.

"B" Strake No.2 plate to be renewed.

"C" Strake No.1 plate to be removed, faired  
and refitted.

"C" Strake No.2 plate to be renewed.

"D" Strake No.1 plate to be renewed.

Stringer plate No.3 to be removed, faired  
and refitted.

Stringer plate No.4 to be renewed.

Main Deck Beams - Starboard Side

From the centre line No.1 to 7 inclusive, to be faired in place, brackets and bulkhead clips on these frames to be renewed.

Centre line beam to be removed, faired and replaced.

Transverse beam at after end of hatch to be released and faired in place.

Bulkhead No.65 - Starboard (Forward end of Cofferdam)

To be entirely renewed on the starboard side from the centreline to the ship's side, and from the main deck to the bottom of the ship with all bars, stiffeners and connections as originally fitted.

Lower Hold - Dry Cargo Space

Centreline web on bulkhead with top and bottom brackets to be removed, faired and refitted.

Eight tween deck beams to be part renewed to approved butts or as original.

Eight beam brackets and clips at bulkhead to be renewed.

Nos.1,2,3 and 4 longitudinal side frames to be renewed to approved butts with brackets and clips at bulkhead.



JULY 16, 1928.

Lower Hold - Dry Cargo Space (Contd.)

Stanchion at after side of hatch to be removed, faired and refitted.

Transverse beam at after end of hatch, bottom angle to be cut at port side of hatch and renewed to starboard side of ship and fitted with efficient bosom piece, and plate and clips to be renewed from joint at starboard side of hatch to web frame at ship's side.

Deep Tank Top

Tank top plating in way of bulkhead on starboard side to be faired in place or removed and faired as necessary, and angle on tank top at bulkhead to be renewed.

Centreline stanchions Nos. 2 and 3 from forward end, clip connections to tank top to be renewed.

Cofferdam Forward

The after bulkhead starboard side to be renewed from centreline to ship's side and from the main deck to the bottom of the ship together with all stiffeners, frames, brackets and connections as original.

The fore and aft wash plate to be renewed from the ship's bottom to the summer tank as original.

Centreline Bulkhead in Cofferdam

Plating with stiffeners and brackets to be renewed from the main deck to the level of the fore deep tank top (5 plates). Remainder below this to be faired and reriveted as found necessary.

Eight side frames with brackets and connections to be renewed.

Cofferdam Port Side

Approximately six brackets forward and six brackets aft to be renewed in the centreline.

No. 1 Starboard Main Cargo Tank

Transverse frame to be renewed as follows:

Centreline vertical web, summer tank vertical web, horizontal web from centreline to ship's side and horizontal web under deck with all their bars, brackets, clip connections etc., as original.

All stiffeners on centreline bulkhead to be renewed (twelve). Eight longitudinal frames at ship's side to be renewed with brackets, and clips at bulkheads.

Five longitudinal deck beams together with their brackets and clips to be renewed.

Three longitudinal stiffeners on summer tank fore and aft bulkhead, with brackets and clips at forward end to be renewed.

No. 1 Port Main Cargo Tank

Eleven brackets from centreline to cofferdam bulkheads, to be renewed.

The three top plates of centreline bulkhead to be removed, faired and refitted.

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No.2 Starboard Main Cargo Tank

One bracket on summer tank bulkhead forward end to be renewed.

No.1 Summer Tank Starboard SideDeck Plating:

"D" Strake plate No.2 to be renewed.

"C" Strake plate No.3 to be renewed.

Fore and Aft Bulkhead:

Top strake forward plate to be renewed.

Bottom strake forward plate to be renewed.

Main deck angle in way of above plates to be renewed.

Five longitudinal main deck beams to be renewed, together with brackets, clips and connections.

Five transverse deck beams to be renewed with brackets and clips at each end.

Forward vertical transverse with deck clip to be renewed.

Bulkhead at after end of summer tank top plate to be removed, faired and returned, and horizontal brackets and clips in way of same to be renewed.

Deck angles, outboard and inboard to be renewed.

Shell Plating Starboard Side

"A" Strake No.4 plate to be renewed.

Adjoining plates in "B" Strake to be faired as found necessary.

"F" Strake No.4 plate to be renewed.

"G" Strake No.4 plate to be renewed.

"G" Strake No.5 plate to be renewed.

"H" Strake No.3 plate to be faired in place.

"H" Strake No.4 plate to be renewed.

"J" Strake No.4 plate to be removed, faired and replaced.

Sheer Strake No.5 plate to be renewed.

GENERAL

All ladders, sounding pipes, operating rods, scuppers, heating coils, and all other piping in way of this damage to be restored to its original condition.

All cargo lines throughout, suction and discharge, to be cleaned thoroughly for carrying gasoline cargo and all valves and expansion joints to be repacked and the lines tested to 100 lbs. pressure.

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JULY 16, 1928.

Testing

All tanks throughout the vessel, from and including the deep tank forward to the fuel bunkers aft to be tested to the Classification requirements and made tight.

Repairs to shell and deck in way of forward dry cargo hold to be hose tested and made tight.

Dry cargo tween deck and hold to be cleaned and painted Owners colors.

All new and/or disturbed work to be recoated as before.

Wiring

All electric leads to fore end of vessel, forward of the bridge house to be tested for grounds and repaired or renewed as found necessary.

Navigating Instruments

Three compasses to be examined and to be re-adjusted on completion of repairs.

Five ship's clocks to be examined and adjusted.

Two chronometers to be checked and re-rated.

NOTE:

This vessel carries gasoline and the tanks must be cleaned and washed out to the Owners satisfaction on completion of the repairs.

Any removals necessary for carrying out the above repairs are to be replaced in good order on completion of the work.

Specifications were issued to the Repairers who were requested to hand in their tenders at noon on Wednesday June 6th, 1928.

The tenders were opened and found as follows:-

Moore Dry Dock Company	\$95630.00	54 days
Bethlehem SB. Corp'n.	\$93420.00	50 days
Hanlon Dry Dock Company	\$91890.00	55 days
Los Angeles SB & DD Corp'n.	\$88210.00	48 days

It was Recommended that the bid of the Los Angeles Shipbuilding & Drydock Corporation should be accepted.

The Owners of the vessel accepted the bid of the Los Angeles Shipbuilding & Drydock Corporation for the carrying out of the above repairs in a letter dated June 7th, 1928.

All the above repairs have been satisfactorily carried out and completed.

(Sgd.) W. J. Alderson.

SURVEYOR TO LLOYD'S REGISTER.

0198 6/6



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Did you know that the  
 \* 1933 down was about 1000  
 Did you know that the  
 \* 1933 down was about 1000

at both subject over this extraordinary use of language over another. I have  
seen, and have been very much interested in, the use of language in the  
case of the subject over this extraordinary use of language over another.

\* 1901, 1902 and 1903 were the years of the most severe drought in the history of the State.

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DIVISION  
JAN 10 1963  
U.S. DEPARTMENT OF  
THE ARMY  
WASHINGTON, D.C.

SEP 1928

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