

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12. 12. 1939 when handed in at Local Office 12. 12. 1939 Port of Bombay

No. in Survey held at
Reg. Book.

Date, First Survey 1-10-1939 Last Survey 29-11-1939
(No. of Visits) 21

30884 on the Wood, Iron or Steel s/s Oleander

TONNAGE:-

Built at Pembroke

By whom H. M. Dockyard

When 1922 10

GROSS 7048

UNDER DECK 6494

NET 4270

Owners The Admiralty
Managers

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

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock Ritchie Dry dock

Destined Voyage Aden.

WB=Cell/D/Bor/D/Ba feet: uE&B feet: f feet: f
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 32599 Port Sld

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., in any).
100 A1-3-39 Carrying petroleum in bulk Fitted for oil fuel 10-22 F.P. above 150°F.		LMC MS 3-39 BS 11-38 T.S. CLN 2-38

S.S. Sld. No. 3-1034

S.S. Sld. No. 1-139

Society's Freeboard (if assigned) as painted on Ship and now verified

(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 Not required

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged due to grounding in the Red Sea on September 12th 1939.

Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated. Hatches, coamings, ventilators and covers examined. Freeboard checked.

Upon examination the bottom plating was found variously buckled, upset and sprung. Transverses, longitudinals and the bulkheads were buckled and several tanks were leaking both in the shell plating and in the bulkheads. The tanks had been cemented and all the cement was removed for access and afterwards replaced.

J.F.O.

SUMMARY OF DAMAGE REPAIRS:-	Long. Transverses	Beams	Inner Bottom Plates.	Dk. Plates.	Other Items
Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors		
3 1/2	2	✓	✓	✓	7 Bulkheads found in place - Shell base paint renewed. Rudder stem-line plating re-welded.
Renewed	11	3	2	14	
Removed and Faired or Repaired	3	2	8	✓	
Faired or Repaired in place					

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels (State if on Belt.)	✓
Caulking of Decks	"	State if Tanks now tested	Good	Dbing. Plates under Sounding Pipes	Good	When put on, Month	✓
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	Boats	Good
Beams & Fastenings	✓	Ceiling	✓	Coast-Buildings, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	Good
Outside Plating	"	Cement or Asphalt (State which.)	"	Oil Bunkers	"	Condition, how ascertained	from deck
" in way of sidelights	✓	Rudder	"	Scuppers	"	(State if wedges removed)	None
Breasthooks	✓	Steering gear and its connections	"	Cargo Hatchways	"	Sails	✓
Transoms	✓	Windlass	"	Hatches	"	Equipment letter	at 1/5
Frames	✓	Have pumps now been examined and found efficient?	✓	Planking of Wood Vessels	ditto	Anchors, No. of	3 B. 15.
Reverse Frames	✓	Have Sluice Valves now been examined and found efficient?	✓	Caulking	ditto	Chain Locker	✓
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	✓	Treenails	ditto	Cables (State if now ranged)	Yes
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	ditto	" length	270 mean diamr. 2 1/8"
Floors	✓			Transoms Pointers, & Catches	ditto	" Rule length	270 size 2 5/16
Keelsons	✓			Timbers of Frame at openings	ditto	Hawser & Warps	Sufficient
Stringers	✓			Ditto at other places	ditto	Standing and Running Rigging	Good
Inner Bottom Plating	✓			Stringers, Clamps & Shells	ditto		
				Sanding	ditto		

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.

This vessel, so far as now seen, is in efficient condition and is eligible, in my opinion, to remain as classed with fresh record of Survey, Port. 11-39.

Survey Fee (per Section 20) £ 135/-
Special Damage & Repair Fee (if any) £ 900/-
Travelling Expenses (if chargeable) £ 30/-
Sunday fee 1-10-1939 £ 48/-
Second Surveyor's Fee (if any) £

Fees applied for, 12. 12. 1939
Received by me, 19

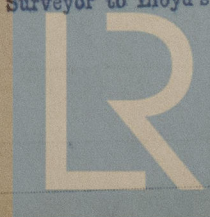
H. S. Southwell

Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned

FRI 16 FEB 1940

1000/-
Carr: net in bulk
Fitt. for oil fuel
B.S. 11-39



Lloyd's Register Foundation

Port of Bombay

Continuation of Report No. 6091 dated 12.12.1939 on the

s/s Oleander

The following repairs were carried out, all plates being numbered from aft:-

Shell plates C 14 & 15 port, and D 8 starbd. renewed. C 9, 10, 11, 12 & 13 port and D 9, 14 & 15, and E 4, 5 & 11 starbd. removed, faired and refitted. D 7 starbd. cropped and partly renewed. C 16 port and D 10 & 13 starbd. released and faired in place. The caulking and riveting elsewhere in the bottom plating was overhauled and made good as necessary.

The stream line plating on the rudder was found fractured at the welds and these were cut out and rewelded by E. W. process.

Some heavy scoring on C 14 starbd. was made good by electric welding.

The after bulkhead in Nos. 1, 2, 3, 4, 5, 6 & 7 tanks and in the forward pump room, all on the port side, was, in each case, released and faired in place. About 8 feet of shell bar was renewed on each side of these bulkheads.

The two longitudinal brackets to these bulkheads were removed, faired and refitted in each case.

The same repair was carried out to the after bulkheads of Nos. 7 & 8 tanks and in the after pump room on the starbd. side. In addition the following internal repairs were also carried out.

No. 1 Cargo tank - Port:- Two bottom longitudinals removed, faired and refitted. These had to be cropped for removal and were fitted with 5 feet channel back bars.

No. 2 tank - Port:- One longitudinal removed, faired and refitted. One longitudinal renewed. 1 transverse frame faired in place and the shell angle connections removed, faired and refitted.

No. 3 tank - Port:- 1 longitudinal renewed and 1 transverse faired in place and the shell angles removed, faired and refitted.

Forward pump room Port:- Two oil tight angle collars removed, faired and refitted.

No. 4 tank Port:- Two transverses and their angle mountings removed, faired and refitted.

Nos. 5, 6, & 7 tanks, Port:- Two transverses faired in place and top angles removed, faired and refitted.

Starbd. Side

No. 2 tank:- One Deep longitudinal and two transverses released and faired in place and their angle mountings removed, faired and refitted. After bulkhead shell bars cropped and partly renewed locally.



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No. 3 tank :- Bulkhead angles on one deep longitudinal removed, faired and refitted.

No. 6 tank :- After bulkhead released, faired and riveted. Longitudinal brackets riveted.

No. 7 tank :- 1 transverse released and faired in place and the angle mountings removed, faired and refitted.

No. 8 tank :- Two transverses and one deep longitudinal released and faired in place and angle mountings and connections removed, faired and refitted as necessary.

All pipes and fittings removed for access afterwards replaced. About 160 odd rivets renewed.

All tanks tested and made tight on completion.

The Survey was carried out in conjunction with a Government of India Surveyor, who issued a report for the information of the Admiralty.

W. Southwell