

# REPORT of SURVEY for REPAIRS, &c.

of writing Report 19 When handed in at Local Office 19 Port of

o. in Survey held at *Leith* Date, First Survey *26-2-20* Last Survey *27-9-1920*  
Book. on the *Wood, Iron or Steel* *Wood* *OSBGE* (No. of Plates *45*) Master *F. R. Goldsmith*

TONNAGE:- Built at *Devonport* By whom *H. M. Government* When *1914*  
GROSS *1019.95* Owners *Anglo American Oil Co.* Port belonging to *London*  
UNDER DE. *785.94* Owners' Address  
NET *538.75* (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? *No* Name of Dock *Imperial - Alexandra* Destined Voyage  
VB=CellDBorDBa feet; uE&B feet; f feet; f  
otal 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 inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

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

On 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 why they were declined? *Not required* Was a damage report made by anyone else? If so, by whom? *None made*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Proposed classification for done*  
The vessel placed in dry dock the bottom, keel, rudder examined, the holds, peeks, bunkers, engine & boiler space checked, all frames, beams, decks, bulkheads, stringers, hooks, keelsons, floors, engine & boiler bearings, bulkhead, both surfaces of plating including that in way of side lights & cement examined, tanks examined & tested, also after fore peak, mast & upper removed & mast & upper examined, chain cables ranged & examined also anchors, windlass, steering gear and chains, hand pumps, examined. all oxidation removed & the vessel cleaned & coated with paint where necessary. The shell of vessel was dulled on both sides for particular places see over. A few rivets were removed from various parts & there quality and the Countersinking and workmanship found good. Anchors & cables & equipment specifications given from see over. The following work was carried out for the class contemplated. Please see Inventory, Letter 30. March 1920

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	...	101 plates							as stated
Removed and Faired or Repaired	...	9							
Faired or Repaired in place	...	19	1						

PRESENT CONDITION OF THE		Stringers	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	good	Inner Bottom Plating	Engine Room Skylights	(State if on Felt.)
Caulking of Decks	"	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Waterways	"	State if Tanks now tested	Scuppers	Year
Coamings	"	Bulkheads	Gargo Hatchways	Boats
Beams & Fastenings	"	Ceiling	Hatches	Masts, Yards, &c.
Outside Plating	"	Cement or Asphalt (State which.)	Planking of Wood Vessels	Condition, how ascertained
Caulking of ditto	"	Rudder	Caulking ditto	(State if wedges removed)
Rivets	"	Steering gear and its connections	Treenails	Sails
Breasthooks & Crutches	"	Windlass	Breasthooks & Stemson	Equipment letter
Transoms	"	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Anchors, No. of
Frames	"	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	Cables (State if new ranged)
Reverse Frames	"		Ditto ditto at other places ditto	length
Floors	"	Have Watertight Doors now been examined and found efficient?	Stringers, Clamps & Shells ditto	(on board)
Keelsons	"		Salting ditto	Rule length

When put on, Month	Year	Boats	Masts, Yards, &c.	Condition, how ascertained	(State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if new ranged)	length	size	Rule length	size	Hawser & Warps	Standing & Running Rigging
✓	✓	good	✓	by examination	yes	✓		38, 15, 14	yes	51 1/2 ft	1 1/2	200	1 1/2	good	a

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

*This vessel is now in good & efficient condition & suitable in our opinion to be classed + 100 H1 for carrying oil in bulk, & to have the record of survey 20 and the notation of S.H. 3-9-20*

Survey Fee (per Section 22) £ : : Fees applied for, £ : :  
Special Damage or Repair Fee (if any) (per Sec. 22) £ : : Received by me, £ : :  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
TUE. NOV. 24 1920

Committee's Minute  
Character Assigned  
FRI. DEC. 24 1920  
FRI. FEB 11 1921  
FRI. 20 OCT. 1922  
FRI. FEB 25 1921  
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# "Osage" Main & Side Frames Scantlings of Hull

- Aft -			- Amidships -			- Forward -		
Start	End	Ref.	Start	End	Ref.	Start	End	Ref.
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40
17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40	17.5/40

Now done - 11.1. That's Bulk 3 Horizontal Stiffeners 6 x 3 1/2 built angles fitted & bracketed with 2 x 4 x 2.0 x 8 ft plates & all oil tight bulkheads similarly built with - also ballast tank bulk 12 Expansion trunk a built angle 5 x 3 x 3/4 fitted along both sides & bracketed at both ends - Struts plate & angles & brackets fitted complete in fore peak, an additional intercostal girder fitted from 25 frame to 11, all work in the middle line bulk closed & made reasonably tight to our satisfaction - all oil tanks fitted as required by the Rules & found satisfactory. The vessel has been surveyed as required by Section 48 of the Rules for vessels not built under survey. Rudder lifted & spunkies examined & found good - 36 Harbour dock stanchions renewed, Forecastle accommodation altered to suit present use, all cabins, berths & related to B.O.T requirements. Alteration necessary to get ballast pump into power form - air casing removed & replaced, gas end of power room ceiling removed & replaced, one deck plate removed & replaced & one beam removed & replaced, Main & foremast top shroud of flanking on port side renewed, one timber removed from starboard side & one doubled, Mast & foremast renewed.

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

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 30 or 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
6202	1st Bower	25	3	23	25	3	23	25	3	23	✓	Harpoon 18.9.20 E. Harlow
6203	2nd "	25	2	0	25	2	0	25	2	0	✓	do
6204	3rd "	25	0	4	24	1	0	24	1	0	✓	do
Collector Weight.		96	2	2				96	2	2		
6205	Stream	4	3	0	4	3	0	4	3	0	✓	Harpoon 22.9.20 E. Harlow
6206	Kedge	3	2	0	3	2	0	3	2	0	✓	do 21.9.20 do

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

## CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Fathoms.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Fathoms.	Diam.			
30563	15	1 1/2	40.0-0.0	58.0-0.0	18.1.4	18.1.4	15	1 1/2	18.1.4	✓	August 20.20 Harlow, Harlow J.H. Relf
3659	15	1 1/2	37.2.2.0	55.13.2.0	18.0.12	18.0.12	15	1 1/2	18.0.12	✓	Sept 16.20 Harlow & Harlow
3649	180	1 1/2	37.2.2.0	55.13.2.0	19.1.3	19.1.3	180	1 1/2	19.1.3	✓	August 21.20 do J.H. Relf
Iron Stream Chain or Steel Wire...											

This chain is new the remainder of the cable is not new but has been previously used, also the anchors marked thus @ are not new but have been previously used. Two extra bolt fasteners fitted in throat knees, one fastener fitted through side of bow side benches, renewed as found necessary. Port lifeboat - main throat - knee repaired, with timber fitted to main throat - new stiffening piece fitted to throat - bulk of after throat - & ridge pole fitted to both lifeboats, looking boat repaired. I beg to draw attention that the Stream anchor is one gal. less & the length of the 8th chain cable is 2-3.11 less than that of the 1st, Secretary's letter dated 30/3/20.

Rpt. No.

Port of

Leith.

Continuation of Report No. 15,836, dated 27th September, 1920 the S.S. "Osage"

## H.S. "Osage" & "Ferol"

Damage stated to have been sustained by grounding now done - Port & bridge keel on length removed & replaced plate & angle also 8' 3" length 12' 4" length found in place 12' 5" length removed & replaced - Port side shell A. shank 12' 1" (aft) B. 12' 1" C. 12' 1" D. 12' 1" top tankings leaking 27 inches cut out & re-visited Keel plate 12' 2" partly unvisited & found in place also 6' shank 12' 6" and D. shank 12' 3" & 12' 4" renewed - Damage to Hull Main side to shank 12' 5" F. 12' 3" & 12' 4" H. 12' 4" 5' 4" 8' 4" 3' 5" & poop structure plate 12' 2" from back found in place 6' shank 12' 4" F. 12' 8" 8' 6" 9' 4" 6" H. shank plate immediately below back of poop removed & replaced - Forecastle structure 12' 1" cropped and part renewed & 5 eye brows over ports broken now renewed Port side F. shank 12' 2" H. 12' 4" 10' forecable shank 12' 1" Poop shank 12' 3" from back & poop shank at stem found in place - 2 shank 12' 8" removed & replaced & one frame in way of same found in place H. shank 12' 8" & 9" removed & replaced and bulkhead in way found in place & 4 eye brows over ports renewed - all work coated with paint.

M. Anderson

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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