

21 NOV 1928

WRECK BOX
No. 60 Top

(Received at London Office)

No. 48629

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report, 12. 11. 1928 When handed in at Local Office 12. 11. 1928 Port of *Glasgow*
 No. in Reg. Book. *Survey held at Glasgow* Date, First Survey *24. 6. 28* Last Survey *6. 11. 28*
80099 on the Wood, Iron or Steel *s/s Oliva* (No. of Vessels *12*)
 TONNAGE:— Built at *Newcastle* By whom *Iwan Hunter Wigham Richardson* When *1916* YEAR. MONTH.
 GROSS *5694* Owners *Anglo-Saxon Petroleum Co Ltd* Owners' Address
 UNDER DK. *5273* Managers Port belonging to *London*
 NET *2325*

Surveyed Afloat or in Dry Dock? *dry* Name of Dock *Blair's* Destined Voyage
 WB=Cell DBorDBa 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).

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. *92139* Port *Liv.*

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 placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

where the Surveyor has not made a special damage report he is required to state whether he has examined the vessel for this purpose and to whom and why they were declined *yes*.

Society's Freeboard (if assigned) as painted on Ship and now verified *ft. ins.*

EXAMINATION AS PER RULE, FOR *Damage and Condition* Was a damage report made by anyone else? If so, by whom? *James & M. Barry.*

Damage stated to have been caused through vessel stranding on *Man Head, Isle of Arran, on the 17th Sept 1928*
Vessel placed in dry docked & examined, Bottom found holes and extensively damaged.

at 85 shell plates (including keel plates), framing, Girders Bulkheads way affected.

Damage Report covering the above as far as can at present be obtainable, has been prepared and can be obtained if required

| DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| and Paired or Repaired | | | | | | | | |
| Repaired in place | | | | | | | | |

NOTATION OF THE

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|--|--------------------------------------|----------------------------------|
| State if Tanks have been examined inside | Dblig. Plates under Sounding Pipes | Copper, or Y.M. of Wood Vessels. |
| State if Tanks now tested | Engine Room Skylights | (State if on Feet). |
| Bulkheads | 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) |
| Windlasses | Caulking ditto | Sails |
| Have Pumps now been examined and found efficient? | Treenails ditto | Equipment letter <i>2</i> |
| Have Sluice Valves now been examined and found efficient? | Breasthooks & Stemson ditto | Anchors, No. of <i>3.1.1</i> |
| 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? | Timbers of Frame at openings ditto | " length size |
| | Ditto ditto at other places ditto | " (on board) size |
| | Stringers, Clamps & Shells ditto | " Rule length size |
| | Salting ditto | Hawser & Warps |
| | (State if examined.) | Standing and Running Rigging |

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 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 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."

it has been decided that this vessel be taken up. This report is forwarded for the formation of the Committee

Section 20) *50 0 0* Fees applied for, *20 Nov 1928*
 Charge on Repair Fee (if any) *20 Nov 1928*
 Travelling Expenses (if chargeable)
 Second Surveyor's Fee (if any)

Committee's Minute *GLASGOW 20 NOV 1928*Character Assigned *Deferred*

Surveyor to Lloyd's Register of Shipping.

TUE. 8 JAN 1929

Lloyd's Register Foundation

W629-0028 (13)

Condition

tested by Owner's Supt. to examine cargo Tanks for Special Survey found same rust bound & recommended same to be scaled & examined, but in view of apparent wastage, No. 8 cargo (oil) was locally examined (see below).

Superintendent in making out the Specification for Repair has based same on this Tank, a copy of which is herewith attached.

No. 8 Main Oil Cargo Tank:- This Tank (first examined) was rust bound and after chipping local parts of the internal structure found same generally wasted. - Scantlings measured & embodied on sketches forwarded.

- Drilled scantlings taken of Shell @ No. 1, 4 & 8 Cargo Tanks, also upper & Main Deck plating, Transverse & Centre Line Bulkhead in way of all Cargo Tanks & trunk side plating in way of main Tanks, and the material appears seriously corroded in places.

2, 3, 4, 5, 6, 7 & 9 } all badly rust bound and appear same as No. 8.

definite recommendations made for these Tanks.

Following form:-

Summers Tanks are also badly rust bound and wastage apparent (see drillings)

Following parts now examined:

Peak Tank:- Clear of damage - in good order, except Tank Top which is thin - 6 plates to renew.

Main Locker:- In good order - 2 beams to repair.

Forward Deck Tank:- Clear of damage - in good order.

Fore Hold - In good order.

Forward Cofferdam:- Clear of damage - in good order.

Fore Room:- " " " in good order

Cofferdam:- In good order - cement on bottom broken

Fore Room Tank:- Clear of damage - in good order.

Fore Room Space:- In good order.

Fore Side Bulkheads:- In good order.

Room No. 1 Tank:- Clear of damage - several floors require reinforcing

Room Space:- In good order.

Aft Peak Tank:- Top portion of Bulkhead Wash Bulkhead to be repaired with part new. Riveting in aft frames to overhaul. Landing pipe to renew. Spaces above Tank in good order.

The Port Deck Casings in way. — in good order

" Bridge " " " " " " "

The Cross Bunker Space:- not examined — filled with oil.

Nothing done to Stem damage — see Lpt Rpt. which remains efficient.

Generally:- The internal structure of this vessel is very seriously deteriorated and the thicknesses as shown on sketches are as accurate as possible in view of the vessel not having been scaled.

The whole of the internal structure in way of the Cargo Tanks requires to be scaled & cleaned down before final recommendations can be made for repairs.

The internal scantlings taken in No. 8. Tank appear to represent the condition of the remaining cargo tanks and the owners have issued a specification asking for prices for the renewal of practically all the internal structure in these tanks.

At the request of the owners representative we have partially surveyed the vessel in an advisory capacity.

M.

We have been informed by Mr Goulden Owners representative that it has been decided to sell this vessel to be broken up.

Owners specification for repairs and two plans of scantlings as taken from vessel forwarded hereunder

HLG
19. 11. 28.