

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 24th January 1951 When handed in at Local Office... 24th January 1951 Port of K I E L

No. in Reg. Book. 71624 Survey held at K I E L Date, First Survey 17th November Last Survey 30th December 1950 (No. of Visits... 22)

on the Wood, Iron or Steel M.V. "OTIS" Built at Hamburg By whom Deutsche Werft A.G., Betr. Reiherstiegwerft When 1936 Lengthened 1950-12 mo

TONNAGE: GROSS 987 UNDER DK 714 NET 470 Owners A/B Aug. Leffler & Son Managers Otto Kihlström Port belonging to Gothenburg

Surveyed Afloat or in Dry Dock? both Name of Dock Howaldtswerke Floating Dock No. 1 Howaldtswerke Kiel afloat Destined Voyage

Cell DBor DBa feet; uE & B. feet; f. fee } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } Only alterations in the existing records of tanks should be inserted. N.B.—All alterations in the existing records should be underlined.

Last Report, No. 205 Port Ron

(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. Ship 31/10/50; 8/11/50; 28/11/50; 12/12/50; 15/12/50; Classn. 21/11/50.

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 -- Society's Freeboard (if assigned) as 1 ft. 6 5/8 ins. painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, LENGTHENING OF VESSEL AND ALTERATION IN CONNECTION WITH INSTALLATION OF NEW PROPELLING MACHINERY, AND DOCKING

Damage stated to have been caused by: 1.) Collision with the S.S. "AIGERIAN" at Dunkirk on 3rd November, 1950; 2.) Grounding at Dieppe while discharging cargo on 9th, 10th and 11th November, 1950; 3.) Contact with a quay wall and lock gate whilst leaving Dieppe on 11th November, 1950;

NOW DONE: Vessel placed in dry dock, bottom and rudder (removed) cleaned, examined and found or placed in good order and recoated. Examined poop side plating, bulwark, rudder post, rudder stock, steering gear and its connections and found or placed in good condition.

DAMAGE REPAIRS NOW EFFECTED: P.T.O.

SUMMARY OF DAMAGE REPAIRS: Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed ... Rudder stock & 6 coupling bolts

Removed and Faird or Repaired 3 2

Faird or Repaired in place

PRESENT CONDITION OF THE Decks good Bulkheads good Engine Room Skylights good Copper, or Y.M. (State if on Felt.) When fitted, Month Year

Caulking of Decks good Ceiling good Coal Bunkers, Openings, Covers, &c. good Oil Bunkers good Boats good

Coamings good Cement or Asphalt good Rudder good Scupper good Masts, Yards, &c. good

Beams & Fastenings good Rudder good Steering gear and its connections good Cargo Hatchways good Condition, how ascertained from deck (State if wedges removed.) none

Outside Plating good Windlass good Have pumps been examined and found efficient? yes Equipment letter n

Frames good Have Stowage Valves been examined and found efficient? yes Anchors, No. of 3 B 1 S

Reverse Frames good Have Watertight Doors been examined and found efficient? yes Cables (State if now ranged) stated complete

Longitudinals good Have Ventilators and their Coamings been examined and found efficient? yes " length mean diam. (on board) 255 fms size 1 3/8

Transverse good Have Air and Sounding Pipes been examined and found efficient? yes " Rule length 255 fms size 1 3/8

Floors good Have Doubling Plates under Sounding Pipes been examined and found efficient? yes

Keelsons good All double bottom tanks and main cargo oil tanks Nos. 3, 4 and 5 (P&S).

Stringers good 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is eligible, in my opinion, to remain as classed with fresh record of dry docking 12,50 and the notation "vessel lengthened 1950 - 12 mo."

Survey Fee (per Section 29) Docking 6 : 6 : 0 Lengthening 40 : 0 : 0 Fees applied for, Special Damage or Repair Fee (if any) 15 : 15 : 0 Received by mps Wear & Tear Repairs 6 : 0 : 0 Travelling Expenses (if chargeable) 7 : 10 : 0 Hull alteration 12 : 0 : 0 Second Surveyor's Fee (if any) :

Committee's Minute TUES 17 APR 1951

Character Assigned See sat 18095

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009962 - 009975 - 0218 1/2

11.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

DAMAGE REPAIRS NOW EFFECTED:

Damage No. 1.)

1 bulwark plate No. 2 (numbered from file bhd.) faired in place.

1 bulwark stay and bracket faired in place.

Damage No. 2.)

Port side bilge keel cropped and partly renewed.

Damage No. 3.)

Shell port side D. 2 faired in place and E.W. (numbered from fwd.)

(3)

First strake below poop sheer strake Nos. 1 & 2 (numbered from aft) faired in place

2 frames (Nos. 3 & 4 from aft) released and faired in place.

(2)

Rudder stock, twisted to port about 15°, renewed. New rudder stock 175 mm dia. with 6 new

coupling bolts 44 mm dia. Rudder and rudder post removed and refitted. Steering gear,

cross head, hand steering gear removed, overhauled and refitted. (see Test sheet Df. no 492 of 4.9.50)

LENGTHENING OF VESSEL:

The ship has been lengthened by 10065 mm in floating dock of Messrs. Howaldtswerke Kiel in accordance with plan SKR 1 approved 14/12/50. The material used for the lengthening is mild S.M. steel, tested by the Society's Surveyors, and where electric welding was applied, approved electrodes have been used only. The workmanship was found to be good. After completion, the cargo oil tanks Nos. III, IV and V PS and SS and the new cofferdam amidships have been hydraulically tested and found in order.

4.5 fathoms stud link chain cable supplied on board, connected and verified.

Freeboard Survey (Issue of cert.) held.

ALTERATION IN CONNECTION WITH INSTALLATION OF NEW PROPELLING MACHINERY

The existing Diesel engine removed and the engine seating and double bottom tanks have been

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

* 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 rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain- low.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
176	45	1 3/4	34	51	-	-	-	-	stud link	unknown	Hamburg 29.11.50 F. Ohlzen
Iron Stream Chain or Steel Wire											

altered and examined and found to be in accordance with the plan SKR 3 approved 28th Nov.50.

The double bottom feed water tank, lub. oil tank and D.B. cofferdam have been hydraulically tested and found good.

NOW DONE FOR DOCKING:

Vessel placed in dry dock. Bottom and rudder (removed) cleaned, scaled, examined and repainted.

Weather decks, casings, hatch coamings and closing appliances, ventilator coamings, steering gear, windlass and equipment generally examined and found satisfactory. Towline, hawser and warp correspond with letter "n" of table 53.

REPAIRS FOR WEAR & TEAR:

Shell plates D. 6 and 7 on SS and D. 6 on PS renewed.

265 defective shell rivets renewed.

Some caulking made good.

Minor deck repairs effected.

S. R. LIST:

The item "Indents in shell plating" may be deleted, see damage No. 3) above, now effected.

NOTE:

As this vessel was not remeasured after being lengthened in this port, the amended tonnage and registered dimensions could not be inserted in this report.

The new overall length of 242.8', trunk length of 148', and number of w.t. bulkheads: 13 (instead of 11) should be inserted in the Society's Register Book.



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