

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port

12th January, 1951

This is to Certify that

the undersigned Surveyor to this Society did at the request of

Messrs. The United Baltic Corporation, Ltd. Kiel-Holtenau, on behalf of Messrs. Gellatly, Hankey & Co. Ltd., Hamburg, and with the consent of the Owners, attend on board the M.V. "OTIS", Official No. 8117, of Gothenburg, as she lay in dry dock and affact at Howaldtswerke, Kiel, on 14th November, 1950, and subsequently, without prejudice to nor admitting liability for damage stated to have been sustained by the vessel's main engine.

It was ascertained on board that the vessel was to be lengthened by approx. 30 feet, and that the existing main propulsion machinery was to be removed and replaced by a new engine of higher power.

After the old engine had been removed there, it was recommended that it be partly opened out for an initial examination for condition.

Nos. 1 & 2 cylinder covers removed, pistons drawn and crankshaft bearings exposed. . . . attached pumps opened out, and all examined with the following results:

1. Nos. 1 & 2 cylinder liners, covers and pistons - worn but no damage.
2. Nos. 1 & 2 bottom end bearings - white metal loose and cracked.
3. Nos. 1 & 2 top end bearings and gudgeon pins - worn but no damage.
4. M.E. pumps - castings generally wasted.
5. Crankshaft - slightly pitted at No. 2 crankpin.
6. Valve operating gear (examined in place and found in order).

Since the Owners' representatives were unable to state whether the engine would be subsequently placed in service, no recommendations were made and no repairs effected.

In my opinion, the defects under items Nos. 1, 3 & 4 are due to wear and tear, while Nos. 2 & 5 are attributed to mal-adjustment and contaminated lubricating oil, respectively.

From the condition of the crankshaft as far as now seen, immediate repairs are not considered necessary, but it was invited by the Owners' representative that to comply with a previous condition of classification, viz. the crankshaft to be specially examined by April 1951, would necessitate the opening out of the crankshaft and possibly its removal from the ship for repairs and that this work should, in the opinion of the Owners' representative, be the subject of a claim upon the Underwriters.

and upon the terms of the Rules and Regulations of the Society, which provide that:—

of the Society use their best endeavours to ensure that the functions of the Society are properly performed and that neither the Society nor any Member of any of its Committees is under any circumstances liable for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any publication of the Society, or for any error of judgment, default or negligence of any of its Officers or Agents of the Society.

COPY

UNITED WITH THE BRITISH CORPORATION REGISTER

1.) As a result of heavy weather whilst on passage from Dakar to Casablanca from 26th June to 2nd July, 1950;

- 2.) By collision with the S.S. "ALGERIAN" at Dunkirk on 3rd November, 1950.
- 3.) by grounding at Dieppe while discharging cargo on 9th, 10th and 11th November, 1950.
- 4.) By contact with quay wall and lock gate whilst leaving Dieppe passage to Kiel on 11th November, 1950.

See log book for further details.

FOUND:

Damage No. 1.)
Lagging in way of oil tank heating
steam pipes on port and starboard sides
of main deck, torn and part missing.

REASONING WORD:

Approx. 190' of 3" steam pipe to be thoroughly cleaned and relagged as originally. Steam pipe casing and supports to be removed for access as required and subsequently to be refit.

Page No. 4.) (ctd.)

Ship's side sheathing, one table, shelf, electric wiring and heater steam pipes in Officers' mess room in way of repair.

Rudder stock twisted to port about 15 degrees and damaged beyond repair.

to be removed for access and to be refitted with part new material.

Steering gear, crosshead, hand steering gear, etc. to be disconnected and to be removed for access and to be refitted. Damaged rudder stock to be removed and a new forged stock to be supplied and refitted 175 mm dia. with 6 new coupling bolts 44 mm dia. Rudder and rudder post to be removed and refitted.

The foregoing recommendations were made with a view to placing the vessel in the same satisfactory condition as she was before the alleged casualty, and the repairs were satisfactorily carried out by Messrs. Howaldtswerke, Kiel, between 26th November, 1950, and 17th December, 1950, concurrently with the lengthening of the vessel, for which purpose she was dry docked on 18th November, 1950, and undocked on 17th December, 1950.

The estimated cost of repairs now effected of 6.600,-DM including docking, including staging, cleaning and painting, hose testing of shell plating, is, ~~xxxxxx~~ in our opinion, fair and reasonable.

Survivors to Lloyd's Register of Shipping.

Fee	£	47. 5. 0
Expenses		5. 0. 0

A/c rendered from
London 28/2/51

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