

11 OCT 1952

Rpt. 8.

(Received at London Office)

No. 1766

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 30th September 1952 When handed in at Local Office 30th September 1952

Port of SAINT JOHN, N. B.

No. in Reg. Book. Survey held at Saint John, N. B. Date, First Survey 1st August Last Survey 29th August 1952 (No. of Visits 5)

71968

TONNAGE :-

GROSS 860

UNDER DK. 654

NET 403

Built at Haverton Hill-on-Tees

By whom Furness S.B. Co. Ltd.

When 1927

MONTH 8

Owners Kent Line Ltd.

Owners' Address

(It not already recorded in Appendix to Register Book)

Managers

Port belonging to

Saint John, N.B.

Kept Afloat or in Dry Dock? Drydock

Name of Dock St. John D. Dk. Co. Ltd.

Destined Voyage Halifax, N.S.

UDBor DBa feet; uE & B feet; f feet

al 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. 6398 Port

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

CHARACTER	Machinery and Boiler Surveys
* 100 A1	* LMC 4,51
5,52 Hfx.	BS 5,52
s.s. Mch. 12,47	TS (CL) 3,51
Carrying Petroleum in bulk	
Fitted for oil fuel 150°F.	8,27 F.P. above
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. ins.

Official 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.

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 Yes, not required.

Interim Certificate issued, copy attached. Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated sustained by vessel striking submerged object in Saint John Harbour when leaving the Irving Oil Wharf for Halifax, N. S. on the 1st August, 1952.

WORK DONE: Vessel placed in dry dock, bottom and rudder cleaned, examined, found or placed in good order, and re-coated.

Other decks, casings, hatchways, ventilator coamings, steering gear, and general equipment examined and found satisfactory.

PERMANENT DAMAGE REPAIRS now effected as follows:-

Rudder post of stern frame (bent) and sole-piece (set over 4" to stbd.) heated and faired. Gudgeons re-bored true, and reinforced by fitting 1/2" steel wrapper plates around same, E.W. to gudgeons and rudder post.

Upper rudder stock (twisted about 35°) and lower rudder stock (bent) renewed from tested material (copy of test certificate attached hereto).

Upper rudder arms removed and fitted to new stock, and rudder plating (badly buckled) renewed. (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 post and sole-piece faired. Upper and lower rudder stocks renewed.
Removed and Faired or Repaired								also rudder plating, pintles and bushes.
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Keel Pt. exd. Good	Bulkheads	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Decking of Decks " " Good	Ceiling	Coal Bunkers, Openings, Covers, &c. --	When fitted, Month Year
Stairways " " Good	Cement or Asphalt	Oil Bunkers	Boats Good
Rivets & Fastenings --	Rudder Good	Scuppers --	Masts, Yards, &c. Good
Side Plating Good	Steering gear and its connections Good	Cargo Hatchways Pt. exd. Good	Condition, how ascertained From dk. (State if wedges removed.)
" In way of sidelights --	Windlass Good	Hatches " " Good	Equipment letter "1"
Frames --	Have pumps been examined and found efficient? No	Planking	Anchors, No. of 3B 1S
Studsails --	Have Sluice Valves been examined and found efficient? --	Caulking	Cables (State if now ranged) No stated complete
Overboards --	Have Watertight Doors been examined and found efficient? --	Treenails	" length mean diamr. (on board.)
Transoms --	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stimson	" Rule length 210 fmsize 1-6/16"
Stoppers --	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	Chain Locker --
Bottom Plating --	Doubling Plates under Sounding Pipes --	Timbers of Frame at openings	Hawsers & Warps Sufficient
Are the Tanks been examined internally? No		" " at other places	Standing and Running Rigging Good
Are the Tanks been tested? See Rpt.		Stringers, Clamps & Shelves	Sails --
		Salting	
		State if examined	

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 is eligible in my opinion to remain as classed, with fresh record of DOCKING 8,52, subject to indented keel and bottom plating (p.s.a.) being dealt with by the Special Survey, and to sternframe sole-piece (E.W. 8,52) being specially examined at the next drydocking. Also subject, as previously recommended, to indented side shell plating etc. (p & s) being dealt with at the Special Survey. Endorsement: Indents in side shell plating (p & s).

Survey Fee (per Section 23) Docking \$25.00	Fees applied for, 30th Sept 1952
Special Damage or Repair Fee (if any) \$70.00	Received by me, 19
Travelling Expenses (if chargeable) \$ 5.00	
Second Surveyor's Fee (if any) f	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 28 OCT 1952

Character Assigned Deferred for S.S. (by 12, 52) but assign 8,52 St. J., subject (with endorsement) S 852

Lloyd's Register Foundation 010276-010282-0081 1/2

15 OCT 1952

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20m. 12.50. Transfer Ink. (MADE AND PRINTED IN GREAT BRITAIN)

This Certificate required if so, to be sent to the Registrar of Shipping

S.S. "OTTERHOUND"

Permanent Damage Repairs - Cont'd.

All rudder pintles and bushes renewed.

A number of stern frame rivets renewed in way lower section of stern frame.

On completion of repairs, steering gear tested under working conditions, hard over to hard over, and found satisfactory.

NOTE: After heating and fairing of stern frame (as above) a lamination about 6 ins. long was observed on top of the sole-piece. Same was cut out, max. depth found to be 3/8 inch, and the defect was repaired by electric welding. It is recommended that the stern frame sole-piece (E.W. 8,52) be specially examined at the next drydocking.

TEMPORARY DAMAGE REPAIRS now effected as follows:-

Bottom Plating (Nos. from aft):- Keel plates Nos. 1, 2, and 3, "A" strake (p.s.) plates Nos. 3 and 4, and "B" strake (p.s.) plates Nos. 2 and 3 observed to be set up and indented. At the request of the Owners' Representative, temporary repairs only were effected at this time by overhauling the riveting and caulking in way. On completion, the E.R. D.B. tanks in way were tested in accordance with Rule requirements, and the after well bilge space in way was flood tested, and the repairs found satisfactory meantime.

It is recommended that the indented keel and bottom plating (p.s.a.) be dealt with by the Special Survey, and an Interim Certificate has been issued accordingly (see copy attached).

S.R. LIST (No. 119):- Per Interim Certificate on board, issued by the Surveyors at Halifax, N. S., and dated 15th May, 1952, a General Examination has been carried out for postponement of the Special Survey (until 31st December, 1952) and the class of the vessel was subject to one bower anchor and 15 fathoms of chain cable being supplied at the earliest opportunity, also, as previously, to indented side shell plating etc. (p. & s) being dealt with at the Special Survey. It was stated by the Owners' Representative that the necessary equipment has since been placed on board at Halifax, N. S. The indented side shell plating etc. (p. & s) was examined at this time, and is considered to remain efficient meantime.

Endorsement: Minor indents in side shell plating (p. & s) remain to be dealt with at the Owners' convenience.

[Handwritten signature]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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