

8pt. 8.

(Received at London Office)

No. 1766

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 30th September 52 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 19 52

on the ~~Wood, Iron or Steel~~ Single Screw Steamer "OTTERHOUND"

71968

TONNAGE :-  
GROSS 860  
UNDER DK. 654  
NET 403

Built at Haverton Hill-on-Tees

By whom Furness S.B. Co. Ltd.

When 1927 8

Owners Kent Line Ltd.

Owners' Address

(It not already recorded in Appendix to Register Book).

Managers

Port belonging to

Saint John, N.B.

reveyed 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; f feet; f feet  
al capacity tons. FPT tons; APT tons; MT tons; MT tons.

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

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

ast Report, No. 6398 Port

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.

CHARACTER	Machinery and Boiler
* for Special Survey.	Surveys
Date of last Survey and of Periodical Surveys.	(Including date of N.B., if any).
* 100 Al	* 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 8.27 F.P. above 150°F.	
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. ins.

Interim Certificate issued, copy attached.

Was a damage report made by anyone else? if so, by whom? No

PAIRS, 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.

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

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

MANENT DAMAGE REPAIRS now effected as follows:-

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

er rudder stock (twisted about 35°) and lower rudder stock (bent) renewed from tested material (copy of test certifi- e attached hereto).

asting 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
Faired or Repaired in place ...								and bushes.

SENT CONDITION OF THE

is Pt. exd.	Good
king of Decks	Good
ings	Good
ns & Fastenings	Good
ide Plating	Good
" In way of sidelights	Good
es	Good
se Frames	Good
itudinals	Good
verses	Good
ns	Good
ons	Good
gers	Good
Bottom Plating	Good
the Tanks been examined internally?	No
the Tanks been tested?	See Rpt.

Bulkheads	Good
Ceiling	Good
Cement or Asphalt	Good
Rudder	Good
Steering gear and its connections	Good
Windlass	Good
Have pumps been examined and found efficient?	No
Have Sluice Valves been examined and found efficient?	No
Have Watertight Doors been examined and found efficient?	No
Have Ventilators and their Coamings been examined and found efficient?	Yes
Air and Sounding Pipes	Good
Doubling Plates under Sounding Pipes	Good

Engine Room Skylights	Good
Coal Bunkers, Openings, Covers, &c.	Good
Oil Bunkers	Good
Scuppers	Good
Cargo Hatchways	Pt. exd. Good
Hatches	" " Good
Planking	Good
Caulking	Good
Treenails	Good
Breasthooks & Stems	Good
Transoms, Pointers & Crutches	Good
Timbers of Frame at openings	Good
" " at other places	Good
Stringers, Clamps & Shelves	Good
Salting	Good
State if examined	Good

Copper, or Y.M.	Good
(State if on Felt.)	Good
When fitted, Month	Year
Boats	Good
Masts, Yards, &c.	Good
Condition, how ascertained	From dk.
(State if wedges removed.)	"1"
Equipment letter	"1"
Anchors, No. of	3B 1S
Cables (State if now ranged)	No
" length stated complete	mean diamr.
" Rule length 210 fms	size 1-6/16"
Chain Locker	Good
Hawsers & Warps	Sufficient
Standing and Running Rigging	Good
Sails	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 as 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 19 52
Special Damage or Repair Fee (if any) (per Sec. 23)	\$70.00	Received by me, 19
Travelling Expenses (if chargeable)	\$ 5.00	
Second Surveyor's Fee (if any)		

Committee's Minute

TUES. 28 OCT 1952

Character Assigned

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

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010276-010282-0081 1/2



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.

*[Signature]*

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