No. 1766

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 11 OCT 1952)

Writing Report 30th September 52 When handed in at Local Office 30th September 52 Port of SAINT JOHN, N. B.

Survey held at Saint John, N. B. Date. First Survey 1st August Last Survey 29th August 19 52 (No. of Visits 4)

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

Gross 860 | Vessel built at Haverton Hill-on-Tees By whom Furness S.B. Co. Ld. When Year 1927 Month 8

Net 403 | Engines made at Middlesbrough By whom Richardsons, Westgarth & Co.Ld When 1927

XX 148 MN | Boilers, when made (Main) 1927 (Donkey) --

in Boilers 1SB | Owners Kent Line Ld. Owners' Address -- (if not already recorded in Appendix to Register Book.)

nkey Boilers - | Managers -- Port Saint John,N.B. Voyage Halifax,N.S.

essure— Boilers 180 lbs. | If Surveyed Afloat or in Dry Dock In drydock (State name of Dock.) Saint John D.Dk.Co. Ld.

ey Boilers -

eport No. Port

lars of Examination and Repairs (if any) DAMAGE & REPAIRS

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the epairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides ted in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this cas

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠ 100A1		✠ 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.		

Insert Character of Ship and Machinery precisely as in the Register Book.

cases where the Surveyor has not made a special damage report he is required to state whether he offered his es for this purpose, and why they were declined Yes, not required.

age report made by anyone else? If so, by whom? No.

rveyor personally go inside each Main Boiler separately and make a through examination at this time? No

" Donkey " " " --

for what reasons Not due for survey What parts of the Boilers could not be thus thoroughly examined? --

al means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler? --

date of internal examination of each boiler -- Present condition of funnel(s) --

rveyor examine the Safety Valves of the Main Boilers? -- To what pressure were they afterwards adjusted under steam? --

rveyor examine the Safety Valves of the Donkey Boilers? -- To what pressure were they afterwards adjusted under steam? --

rveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- , and of the Donkey Boilers? --

rveyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boilers? --

rveyor examine all the mountings of the Main Boilers? -- , and of the Donkey Boilers? --

w shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

ow been changed? No If so, state reasons -- Has the shaft now fitted been previously used? -- Has it a continuous liner? --

ved oil retaining appliance fitted at the after end? -- State date of examination of Screw Shaft 13-8-52 State the wear down in the sh 1/16" Is electric light ~~and power~~ fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

ulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engine parts, when referred to by numbers, should be counted from forward.

ey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

E for DAMAGE stated sustained by vessel striking submerged object in Saint John Harbour when leaving the Irving rf for Halifax, N. S. on the 1st August, 1952.

placed in drydock, propeller, stern bush and outside fastenings of sea connections examined and found or placed in der.

ft drawn and examined, and found in good condition. Wear down in stern bush noted as above.

REPAIRS now effected as follows:-

opeller (3 blades broken) removed, and spare used C.I. propeller fitted, with new propeller key to suit.

ft drawn, examined, removed ashore and tested in lathe for truth, found satisfactory, and re-fitted in good order.

Observations, Opinion, and Recommendation.—

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✠LMC 9,11 or MC 140 lb., FD, &c.)

CS 3,34

hinery of this vessel is eligible in my opinion to remain as classed, with fresh record of Tailshaft seen (C.L.)

Is a Certificate required? If so, to be sent to

(per Section 29)	T.S.	$30.00	Fees applied for Sept. 30 19 52
mage ~~XX~~ Repair Fee (if any) (per Section 29.)		$30.00	Received by me, 19
expenses (if chargeable)		$ 3.00	

TUES. 28 OCT 1952

ee's Minute

d As now

S.8,52

Geo. Redolie
Engineer Surveyor to Lloyd's Register of Shipping.

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