

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

(Received at London Office)

21 JUN 1952

of writing Report. May 28 1952 When handed in at Local Office May 29 1952 Port of Halifax, N. S.
 Survey held at Halifax, N. S. Date. First Survey Apl. 9 Last Survey May 6, 1952
 (No. of Visits Eight)

on the Machinery of the ~~XXXXXXX~~ Steel Single Screw Steamer "OTTERHOUND"
 Gross 860 Vessel built at Haverton Hill on Tees By whom Furness S.B. Co. Ltd. When 1927 8
 Net 403 Engines made at Middlesbrough By whom Richardsons Westgarth & Co. Ltd. When 1927
 Power 148 MN Boilers, when made (Main) 1927 (Donkey) -
 Owners Kent Line Ltd. Owners' Address -
 (if not already recorded in Appendix to Register Book)
 Main Boilers 1 SB Port Saint John, N.B. Voyage Bridgewater N.S.
 Donkey Boilers -
 Pressure 180 lbs. If Surveyed Afloat or in Dry Dock Both. Marine Slipway
 (State name of Dock.) Dartmouth, N.S.
 Donkey Boilers -

Report No. Port
 Particulars of Examination and Repairs (if any)
 at Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
 Repairs, 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
 filed in the body of the report, should be briefly summarised at the end of the report. State also the dates and
 of any letters respecting this case.

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 why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Donkey " " " "

for what reasons? What parts of the Boilers could not be thus thoroughly examined? All parts examined

Means, in the absence of internal examination, were adopted by the Boiler W.T. account repairs to end plates.

date of internal examination of each boiler. 29th April, 1952 Present condition of funnel(s) good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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

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

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

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

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

now been changed? - If so, state reasons. - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. - State the wear down in the

shaft 1/8" Is electric light and power fitted? - If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

Items, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

DONE: Vessel placed on Slipway, Propeller, sea connections and their fastenings examined (Tail shaft not drawn).

Boiler examined internally and externally, together with all mountings.

Safety valves adjusted under steam as above stated. The oil fuel and steam smothering installation generally

examined and tested under working conditions. Part Machinery examined as undernoted.

PAIRS DUE TO WEAR & TEAR:

IN BOILER (Examined internally and externally) - Found forward end plate fractured for a distance of 3'-0" in way

end plate flanging at bottom in way of furnaces. This end plate had not been previously welded.

and After end plate fractured in a similar manner to the above. - In this case it was noted that very heavy welding

had been applied to the water side of end plate at bottom, at some previous date. Upon examination, the end plate was

found to have again fractured through the heavy welding. The above fractures, each extending to 3'-0" in length,

were repaired by welding in the usual manner. These fractures were veed and welded from the inside of Boiler.

Plain Tube renewed. 8 plain tubes expanded. 2 C.C. Stays leaking, were caulked and nuts replaced.

(OVER)

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

or 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.)

The Machinery of this vessel is in good condition and eligible, in my opinion, to remain as classed, with fresh

Record of BS 5,52

(per Section 23) Part machy. \$70.00

B.S. 95.00 Fees applied for May 29 1952

Damage or Repair Fee (if any) £ Received by me,

(per Section 23.) expenses (if chargeable) £ 8.00 19

tee's Minute

As now, without spl. adm.

BS 5,52

THU 24 JUL 1952

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

Signature: J. H. Laurie
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 10276-10282-0092 1/2

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S.S. "OTTERHOUND"

MOUNTINGS Port safety valve seat machined and replaced. Whistle valve reseated. Main feed check valve chest removed from boiler, seat machined and valve faced up. 24 defective studs renewed. Packing and jointing throughout renewed. Main and aux. stop valve seats renewed. Aux. feed check valve renewed.

Upon completion of welding repairs to boiler a hydraulic test pressure of .225 lbs. per sq.in. was applied with satisfactory results.

The safety valves were subsequently set to working pressure when the thicknesses of the compression rings were as follows: Port Valve 1/4" Stard. valve 3/32".

This, the Annual Boiler Survey is now complete.

The undernoted more important machinery repairs were at this time carried out:

MAIN ENGINE - Nos. 2, 4 & 6 main bearings examined. In order. H.P. Valve opened up, examined and adjusted.

GENERAL SERVICE PUMP - Steam piston rings renewed. 4 ebonite rings fitted to water end.

Suction and delivery valves ground in. All closed up in order.

FEED PUMP - Steam and bucket rings renewed. Valve motion gear fitted with 2 new bushings. Shuttle valve adjusted.

MAIN CONDENSER - New section water end fitted to forward end of Main Condenser. Condenser tested.

7 tubes plugged and 4 tubes renewed. After door division plates made up for compensating after door;

several tube plate stays renewed on ford. and after tube plate. Approx. 20 shoulder studs renewed.

(This item can now be deleted from S.R. List, per St. John, N. B. Surveyor's recommendation on B1 Certificate dated 4th March, 1952).

One feed pump ram renewed. Neck and gland bushes bored out to suit new diameter.

WINDLASS: Opened up for examination. Top end pins new bushing machined and fitted to guide bars, brake band screw repaired, bottom ends, main bearing and eccentric straps adjusted, new pins made and fitted in valve spindles.

Sea Cocks and valves: 7 Suction and 7 discharge valves opened up, examined and found in order, with the exception of the following repairs:

New spindle made and fitted to bilge injection valve. Main discharge valve brazed and machined.

12 defective studs

New cover cast, machined and fitted to cargo pump discharge valve.

All cast iron chests cleaned internally and coated.

J. R. Laurie



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