

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 5/8/10 32 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book Survey held at Garrad Date, First Survey 22 July Last Survey 30 July 19 32
(No. of Visits 7)

69093 on the Wood, Iron or Steel S. S. "Ottelund" YEAR MONTH

TONNAGE:— Built at Havelin Hill-on-Tees By whom Gurners S. B. Co. Ltd. When 1924 8
GROSS 860 Owners Boasial Bankers, Ltd. Owners' Address
UNDER DK. 654 Managers - Port belonging to Landa
NET 409

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Mercantile Destined Voyage Coasting

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 14512 Port Sou
(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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.)

In 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. Was a damage report made by anyone else? If so, by whom? Morgan, Birchell.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage S. S. 781.

Damage stated to have been caused by grounding in the River Thames on the 5th January 1932 also grounding at Preslar on the 19th Sep 1931 by contact with the Quay wall at Queensdown on Sep 14th 1931.

Yes one.
Vessel placed in dry-dock. Bottom, rudder cleaned, examined & recoated.
Grounding Dps.
Plating removed from stem. B 2 + 4, E 2/3 + 4 D 2 plates have been removed, failed & refitted. B 11, D 1 + 4 plates failed in place.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								<u>Bulge keel, shear nuts etc.</u>
Removed and Faird or Repaired	<u>3</u>	<u>6</u>						
Faird or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>good</u>	State if Tanks have been examined inside <u>yes</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>yes</u>
Coamings <u>"</u>	Bulkheads <u>good</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>
Outside Plating <u>"</u>	Cement or Asphalt (State which.) <u>"</u>
Breasthooks <u>"</u>	Rudder <u>good</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>
Frames <u>"</u>	Windlass <u>"</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>yes</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>
Floors <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>
Keelsons <u>"</u>	
Stringers <u>"</u>	
Inner Bottom Plating <u>"</u>	
	Dbng. Plates under Sounding Pipes <u>"</u>
	Engine Room Skylights <u>good</u>
	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>
	Scuppers <u>"</u>
	Cargo Hatchways <u>found top good</u>
	Hatches <u>good</u>
	Planking of Wood Vessels <u>"</u>
	Caulking ditto <u>"</u>
	Treenails ditto <u>"</u>
	Breasthooks & Stemson ditto <u>"</u>
	Transoms, Pointers, & Crutches ditto <u>"</u>
	Timbers of Frame at openings ditto <u>"</u>
	Ditto Ditto at other places ditto <u>"</u>
	Stringers, Clamps & Shelves ditto <u>"</u>
	Salting ditto <u>"</u> (State if examined.)
	Copper, or Y.M. of Wood Vessels <u>"</u> (State if on Felt). When put on, Month Year <u>"</u>
	Boats <u>good</u>
	Masts, Yards, &c. <u>"</u>
	Condition, how ascertained. <u>By steam</u> (State if wedges removed) <u>no</u>
	Sails <u>"</u>
	Equipment letter <u>2</u>
	Anchors, No. of <u>3 B 16</u>
	Cables (State if now ranged) <u>yes</u>
	" length <u>210</u> size <u>1 5/16</u> (on board)
	" Rule length <u>210</u> size <u>1 5/16</u>
	Hawser & Warps <u>sufficient</u>
	Standing and Running Rigging <u>good</u>

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd24, &c."

This vessel is in good condition, eligible, in my opinion, to remain as classed & to have fresh record of survey 4, 32 and notation of S. S. Newcastle 781-4, 32.

Survey Fee (per Section 20) £ 13 : 10 : 0. Fees applied for, - 5 AUG 1932
Special Damage or Fee (if any) £ 10 : 10 : -
Travelling Expenses (if chargeable) £ :
Second Surveyor's Fee (if any) £ :
Received by me. 9.8.32
G. A. Ferguson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 19 AUG 1932
Character Assigned 100A1 without spl. condn.
Carrying petrol. in bulk
Fitted for oil fuel co. + L.M.C. 7.32
S.S. N: 1-32
TUE 31 JAN 1933
Lloyd's Register Foundation
P.T.O.
010276-010282-0094 1/2

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

S. S. "Osterhand."

Six frames in way of incised plating have been faired in place.

1 length of Bilge keel Port side renewed + three lengths faired in place.

Starboard side. Two lengths of Bilge keel faired in place. Rudder lifted + the upper stock renewed.

A number of defective shell rivets have been renewed.

A number of web plates have been fitted with doublings where found fractured.

(Total in all tanks 18.)

Collision damage to starboard side. The fore-castle sweep plate + several lengths of side bar and stanchions have been faired in place.

S. S. 7#1.

Vessel placed in dry-dock. Bottom + rudder cleaned examined + recoated.

Rudder lifted + the upper stock has been renewed on account of bending + twisting. Garping Report: At the cargo tanks, fore + after peak tanks + spaces above, cofferdams + oil fuel bunkers examined internally + tested in accordance with the Rules.

Cables rapped + chain locker examined.

Masts, spars + general equipment, hatches, ventilators, hatch covers, steering gear chains + connections, windlass, pumps, decks + deck houses, all examined + found satisfactory.

Greenboard verified as per Newcastle Report forwarded with the new assignment.

The starboard bender anchor has been overhauled + fitted with a new pin.

About 40 link studs have been renewed.

Geo. A. Ferguson.

no objection



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