

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 22nd May 42 When handed in at Local Office 22nd May 42 Port of MOBILE, ALABAMA WHICH SECTION.

No. in Survey held at MOBILE Date, First Survey 13th May 5 Last Survey 19th May 25 19 42  
Reg. Book 8002-3 on the ~~Wood, Iron or Steel~~ M.V. "OTINA" (No. of Visits)TONNAGE:- Built at Odense By whom Odense Staalskibsvftved When 1938 5  
GROSS 6217 Owners Anglo-Saxon Petroleum Co., Ltd. A.P. Moller  
UNDER DEK 5508 Managers - Owners' Address -  
NET 3604 Port belonging to London

Surveyed Afloat or in Dry Dock? both Name of Dock Ala.D.D. &amp; S.B.Co. Destined Voyage

Cell D B or D Ba feet; u E & B feet; f  
total 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. 3928 Port Hx

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

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 report attached

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

CHARACTER. \* for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.E., if any).

\* 100 A1 4,41 \* IMC 5,38 T.S. CL

Carrying petrol-  
eum in bulk.oil Eng.  
Continuous Survey.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? if so, by whom? Underwriters C S Case

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, CONDITION &amp; REPAIRS.

DAMAGE stated to have been sustained by collision with H.M.C.S. "RAMSEY" at sea on the 23rd February 1942, while she was on a voyage from the United Kingdom towards Halifax, N.S.

Vessel placed on drydock, bottom and rudder cleaned, examined, found or placed in good order and recoated.

Chain cables ranged on dock, examined 270 fathoms 2-5/16" diameter stud link in good condition. First shot port and starboard sides changed to bitter ends. Anchors and equipment examined and found in order. Chain locker cleaned, examined and recoated. All in good order. All shackles fitted with new securing pins.

## DAMAGE FOUND:-

## SHELL PLATING - STARBOARD SIDE

## SHEER STRAKE

Plate No. 4 set in along top edge at after end about twelve (12) feet.

(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								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks good	Bulkheads pt. exd. good	Engine Room Skylights good	Copper, or Y.M. (state if any) When fitted, Month Year
Caulking of Decks "	Ceiling -	Coal Bunkers, Openings, Covers, &c. "	Boats good
Coamings "	Cement or Asphalt -	Oil Bunkers not exd.	Masts, Yards, &c. "
Seams & Fastenings "	Rudder good	Scuppers good	Condition, how ascertained from deck (State if wedges removed.)
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Equipment letter a
" " in way of sidelights Not exd.	Windlass "	Hatches "	Anchors, No. of 3B 1S
Frames pt. exd. good	Have pumps been examined and found efficient? -	Planking	Cables (State if now ranged) yes
Reverse Frames "	Have Sluice Valves been examined and found efficient? -	Caulking	" length 270 mean diam. 2-5/16"
Longitudinals "	Have Watertight Doors been examined and found efficient? -	Treenails	" Rule length 270 size 2-5/16"
Transverses "	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stems	Chain Locker good
Floors "	Air and Sounding Pipes -	Transoms, Pointers & Crutches	Hawsers & Warps "
Keelsons "	Doubling Plates under Sounding Pipes -	Timbers of Frame at openings	Standing and Running Rigging "
Stringers "		" " at other places	Sails -
Inner Bottom Plating stbd. wing tank		Stringers, Clamps & Shelves	
Have the Tanks been examined internally? yes		Salting (State if examined.)	
Have the Tanks been tested? yes			

General Observations, Opinion as to Class, Recommendation, &amp;c.:— This vessel, so far as

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."

seen, is now in safe condition and eligible in my opinion to remain as classed and to have record of survey 5,42 in the Register Book, subject to plates "F" 10 and "E" 9 (s.s.) being renewed and other indented plates being faired at the convenience of the Owners.

Survey Fee (per Section 29)	\$ 30.00	Fees applied for, May 22, 1942
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 50.00	Received by me, 19
Travelling Expenses (if chargeable)	£ 5.00	
Second Surveyor's Fee (if any)	£	

Committee's Minute NEW YORK MAY 27 1942

Character Assigned 100A1 Carrying Petroleum in bulk

D.B.S. 5,42 T.S. 5,42

Subject "H"

JCS McKie  
Surveyor to Lloyd's Register of Shipping.

JUL 10 1942

+ d.m.c. C.S. 5,42 2,40

Lloyd's Register

Foundation

Is Certificate required? If so, to be sent to



M.V. "OTINA""F" STRAKE

Plate No. 4 slightly set in on lower landing and indented in two (2) places.  
Plate No. 10 stated fractured and an efficient patch fitted in way at Halifax, N.S.

"E" STRAKE

Plate No. 3 slightly indented.  
Plate No. 9 stated fractured and an efficient patch fitted in way at Halifax, N.S.  
Plate No. 11 slightly set in on lower edge in way of overlap butt of "D" strake plates Nos. 11 and 12.

"D" STRAKE

Plate No. 11 slightly set in on after butt lap.

FORECASTLE SIDE PLATING

Plate No. 3 slightly set in at after end.  
Plate No. 4 set in and indented.

INTERNALS

Three (3) frames in way of above forecastle side plates buckled.  
Wash place and lavatory bulkhead slightly buckled at ship's side.

As the above damage does not affect the seaworthiness or efficiency of the vessel, the proposal of the Owners' Representative to defer the recommended permanent repairs until a more convenient time in my opinion merits favourable consideration.

The patches over fractures in "E" strake plate No. 9 and "F" strake plate No. 10 were stated to be leaking.

All the leaky rivets and plate seam in way of the above patches and adjacent shell plate landings were caulked, electrically welded and properly made up.

After completion of repairs starboard wing tank in way filled with water, work tested and proven tight.

Steering gear and connections, windlass, hatchways and covers, ventilators and their coamings examined and found or placed in good order.

J.C.S. MNR

W1191 - 0278 2/2



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