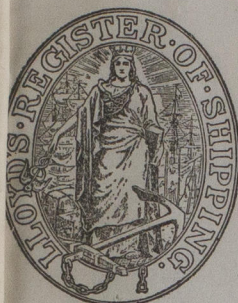


COPY. COPY FOR LONDON

# Lloyd's Register of Shipping.



Port.....MOBILE, ALABAMA

.....15th May 1942.

No.D.2560

This is to Certify that

.....T.G.DODD

the undersigned Surveyor to this Society did at the request of Captain N. Nicolson, Lloyd's Agent, Mobile, Ala., survey the steel screw motor ship "OTINA", 6217 tons gross register of London, without prejudice to the question of liability, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained by a 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.

For further particulars see vessel's log books.

On May 13th and 14th 1942, while this vessel was laying on drydock at the Works of the Alabama Dry Dock and Shipbuilding Company, Mobile, Ala., upon examination found the following damage and consequent repairs recommended:-

SHELL PLATING

STARBOARD SIDE

SHEER STRAKE

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

To be released and faired in place.

"F" STRAKE

Plate No.4 slightly set in on lower landing and indented in two (2) places.

To be partly released and faired in place.

Plate No.10 stated fractured and an efficient patch fitted in way at Halifax, N.S.

To be renewed.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



"E" STRAKE

Plate No.3 slightly indented.  
To be released and faired in place.

Plate No.9 stated fractured and an efficient patch fitted in way at Halifax, N.S.  
To be renewed.

Plate No.11 slightly set in on lower edge in way of overlap butt of "D" strake plates Nos.11 and 12.  
To be faired in place.

"D" STRAKE

Plate No.11 slightly set in on after butt lap.  
To be released and faired in place.

Plate No.12 slightly set in on forward butt lap.  
To be faired in place.

FORECASTLE SIDE PLATING

Plate No.3 slightly set in at after end.  
To be faired in place.

Plate No.4 set in and indented.  
To be renewed.

INTERNALS

Three (3) frames in way of above forecastle side plates buckled.  
To be faired and repaired as required.

Wash place and lavatory bulkhead slightly buckled at ship's side.  
To be faired in place.

Any other steelwork in way of above damaged plating found to be damaged to be faired and/or repaired as required.

TESTING

Upon completion of repairs all tanks in way of damage to be tested and all work made and proven tight.

Work clear of tanks to be hose tested and proven tight.

COATING

All new and disturbed shell plates to be given one coat of primer and other work to be recoated as originally.

REMOVALS & REPLACEMENTS

Any removals required to effect the above recommended repairs to be replaced in good order as originally.

GAS FREE CERTIFICATE

Vessel to be certified gas free before repairs are commenced.

DRYDOCKING

Necessary drydocking to effect repairs.

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.



No.D.2560

M.V."OTINA"

(3)

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

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

The wing cargo tank in way to be filled, tested and proven tight and upon completion the test water to be drained.

For carrying out the above repairs the Alabama Dry Dock and Shipbuilding Company submitted the following lump sum price, which being considered fair and reasonable, was accepted by the Owners' Representative:-

Repairs, etc..... \$300.00

Drydocking for examination and  
repairs (1 haul day) ..... \$994.72

Dates of Survey ..... 13th & 14th May 1942.  
Date & Hour of Drydocking ..... 13th May 3:30 p.m.  
Date & Hour of Undocking ..... 15th May 9:30 a.m.  
Date Completion of Repairs .... 14th May 1942.

*J. E. Wood.*

Surveyor to Lloyd's Register.

Fee ..... \$25.00  
Expenses ..... 2.00  
\$27.00



© 2020

Lloyd's Register  
Foundation

W1191 - 02713