

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

23 JUN 1942

Date of writing Report May 21st 1942 When handed in at Local Office May 21st 1942 Port of MOBILE, ALABAMA
 No. in Survey held at MOBILE Date, First Survey 13th May Last Survey 19th May 1942
 Reg. Book No. 19903 on the Machinery of the ~~Woods~~ Steel M.V. "OTINA" (No. of Visits 4)

Gross Tonnage 6217 Vessel built at Odense By whom Odense Staalskibsvftved Year. Month. 1938 5
 Net Tonnage 3604 Engines made at Amsterdam By whom A.P. Moller When 1938 5
 Nominal Power 377 Boilers, when made (Main) (Donkey) By whom Werkspoor N.V. When -
 Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address -
 Managers - (if not already recorded in Appendix to Register Book.)
 Port London Voyage -
 If Surveyed Afloat or in Dry Dock both
 (State name of Dock.) Alabama D.D. & S.B. Co.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Report No. - Port -
 Particulars of Examination and Repairs (if any) T.S., D.B.S., part * LMC-CS

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)
* 100 AI		* LMC 5,38
4,41		T.S. CL
Carrying petrol- eum in bulk.		oil Eng Oil Engines Continuous Survey

What parts of the Boilers could not be thus thoroughly examined? -
 What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -
 Latest date of internal examination of each boiler 13/5/42 Present condition of funnel(s) good
 Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs.
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -, and of the Donkey Boilers? yes
 Did the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -
 Did the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? yes
 Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? L.V.
 Has the shaft now been changed? no If so, state reasons -
 Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -
 Date of examination of Screw Shaft 14/5/42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes
 Did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done T.S. & D.B.S. Complete, * LMC-CS

When placed on drydock, examined the propeller, stern bush and sea connections with their fastenings and found or placed in good order.
 Guard found missing and new plate rope guard fitted and secured to place.
 Shaft drawn in for examination (continuous liner), found in good order, replaced and stern end repacked.

KEY BOILER SURVEY
 Donkey boiler examined internally and externally over all parts with mountings, fittings and pipes and found or placed in good order.
 Safety valves adjusted under steam to the above pressure.
 P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in good and safe working condition and eligible in my opinion to remain as classed and to be entered in the records of D.B.S. 5,42 and TAIL SHAFT LAST SEEN 5,42 and notation of * LMC-CS with date in the Register Book when the cycle is completed.

Fee (per Section 29) D.B.S. \$ 15.00
T.S. £ 20.00
 Damage or Repair Fee (if any) £
 (per Section 29.) pt. M.S. 50.00
 Printing expenses (if chargeable) £ 4.00
 Elec. Installation 25.00
 Committee's Minute NEW YORK MAY 27 1942
 Signed As above
D. B. S. 5,42 T. S. 5,42.

Fees applied for May 21, 1942
 Received by me, J. C. Smith 19 2020
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W1191 - 0284 1/2

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

M.V. "OTINA"

OIL BURNING INSTALLATION

All accessories (Circular 1748) tested under working conditions; oil fuel service pumps and oil transfer pump opened up and examined. The controls for the fuel and steam smothering systems examined, with valves and oil discharge pipes etc., and are now satisfactory.

* IMC-CS - NOW DONE

Examined the following parts of machinery etc. in accordance with the Rules and found or placed in good order:-

Pumping arrangements. Bilge, sanitary and jacket cooling water pumps driven from main motor. Fan engine. Lower air receiver. Kromhaut air receiver. After boiler feed pump. Fuel oil transfer pump. Oil burning installation complete. Settling tanks. Sea connections. Electrical installation.

REPAIRS - WEAR & TEAR

Condenser opened up for examination, tested and found tight.
Nos. 1 and 6 scavenging valves examined and cleaned.
Lower air receiver cleaned internally and coat of varnish applied.
Jacket cooling pump - sixteen (16) valve studs and sixteen (16) hinge pins for valves renewed.
Other repairs of a minor nature effected at this time.

ELECTRICAL INSTALLATION

The electric installation has been examined and tested out in accordance with the Rules under full working conditions and found or placed in order. All electric circuits megger tested and grounds located and cleared.

Upon completion of repairs main and auxiliary machinery were given a dock trial, during which period all machinery worked satisfactorily.

JCS MNC



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