

W486-0279  
ADVISED BY S DEPT.  
TO Hull

LEITH.

3rd November, 1919.

J.R. Williamson.

Ministry of Shipping attend on board the S.S. "Otto Kalthoff" tons gross Register No. 22699 in the Society's Register while lying in the wet dock at Burntisland, on the 2nd November, 1919 and subsequent dates for the purpose of ascertaining the general condition of the hull and machinery previous to the vessel being taken over by the Ministry of Shipping.

Survey was held in conjunction with the Norske Veritas Surveyor and the Managers Representative.

Following records were produced.

1. Log from Sept. 1916 dated Berlin 1919.

2. Damage on Port Side forward repaired <sup>in</sup> dry dock Aug. 8th 1919.

3. Log from Sept. 1916 dated Berlin 9th Nov. 1916.

1 shaft examined in dry dock and found in order, class continued Hamburg 1st Aug. 1919.

Done:- Vessel examined afloat, not dry docked at this time.

Holds, tween decks, peaks, bunkers, engine and boiler space examined. Tank top under boilers examined (Double bottom tanks)

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(internally at this time) Limber boards, removed, bilges cleaned and limber boards relaid, Decks, hatchways, frames, ventilators, steering gear and its watertight doors, windlass, air and sounding pipes, rigging (from deck) anchors and general equipment examined practicable. Cables not ranged.

Decks:-

tween decks, peaks, bunkers, engine and boiler space, beams, stringers, bulkheads, hatch coamings, deck plating, is in good order although more or less bare of paint.

Boilers in fairly good condition. Close ceiling, including iron cargo battens, a number of which were

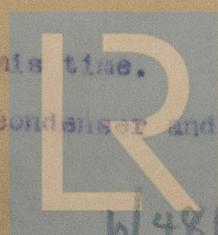
damaged, including lavatories found in more or less condition and stated to be verminous. Wind screens to flying bridge, including fire buckets and racks for stowing same, ladder damaged. Engine room and galley skylight intact. Hand steering gear cover broken. Steering chains, sheaves in rusty condition. All cargo and running gear in less defective condition, spare anchors rusted. Castle deck found leaking. A number of pipe hangers and ice pipes missing. Electric wiring throughout found bare to poop hatch covers worn thin. Fairleads on all poop rust bound and unworkable. Bridge telegraph and caulking in all wood decks perished. A number of stays fore and aft broken, or a defective fit. Close hinged in way of all hatches. Part limber boards in all bilges in dirty condition, and a number of cement joints broken. A large number of hatch wedges missing. Lights and lamps to accommodation broken and defective. Hatch covers to holds and crew accommodation damaged. A number of iron cargo battens missing. Deck steam pipe casing wasted in places.

Drawn and examined at this time.

Pistons, slides, pumps, condenser and suction pipes.

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engine, steering engine, crank, thrust and tunnel shafting, auxiliary machinery opened up for examination.

Boilers and their mountings examined internally and externally - H.P. piston rings slack. The white metal in the H.P. main brass, including the top halves of nos. 1 & 3 main brasses, cracked. Intermediate stop valves seat defective. Up lever badly scored. Circulating pump bucket slack, and same scored. Feed and bilge pump plungers scored, and feed and delivery valves to same worn. Division plate to starboard broken. Reducing valves out of order.

Engine valve spindle worn, including piston rings to same. Valve spindle to fan engine worn. Reversing engine valve spindle worn. Ballast pump water end bucket slack. Feed pump piston rings slack. Main steam pipes to anneal. 1 lengths of tunnel water service pipe broken. Steering piston valve worn, and barrel shaft to same found bent. 1 more or less out of order, including all deck winches. 1 sections of tunnel well suction pipes holed.

Opinion, so far as I can judge from the inspection made of the vessel and her engines and boilers which have examined the vessel and her machinery appear to be in a fit condition to run for a period of six months provided the following be carried out.

Accommodation including lavatories and their fittings to be cleaned, and refitted as required. Wind screens and dodgers fitted to flying bridge. Fire buckets and racks for stowing to be supplied and fitted in place. Accommodation ladder to be fitted where necessary. Engine room and galley skylight to be fitted. Cover to hand steering gear to be renewed.

Steering gear to be overhauled and put in good working order, and anchor chains to anneal. All cargo and running riggings thoroughly overhauled and repaired, or renewed where necessary.

Anchors to be made workable. Forecastle deck to be covered with suitable watertight composition. Hatches to be supplied

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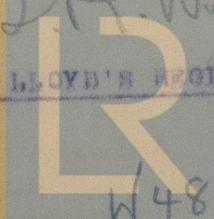
deck service pipes where missing, electric wiring throughout, Rust bars for poop hatch covers to be replaced on poop and forecastle to render workable, ship to be overhauled. All wood decks to be caulked, other hatch covers to be renewed or repaired where necessary, ceiling and timber boards to be renewed where required, bilges to be cleaned, stores boxes overhauled, stocks where damaged renewed. Navigation lights and accommodation to be repaired or renewed. Ventilators to accommodation to be repaired. Iron cargo battens to be renewed where missing. Deck steam pipe casing to be renewed where necessary, saving appliances to be fitted to Board of Trade Rule 8.

Rings to be fitted to H.P. cylinder., H.P. crank pin and top halves of Nos 1 & 3 main bearing brasses to be renewed. Intermediate stop valve seat to be renewed, air tube to be drawn and re bored, new bucket to screw fitted, and gland, new neck ring and gland rebushed. Feed and bilge pump, new neck ring and gland rebushed, feed and bilge pump to be skinned up, new neck rings, and glands rebushed, feed delivery valves machined and ground in. New gates to be fitted to condenser door, reducing valves renewed and made workable. Dynamic valve spindle and piston renewed and engine made efficient. Fan engine to be overhauled and piston valve spindle renewed. Ballast donkey bucket to be renewed. Donkey feed pump piston rings to be renewed. Main steam pipes to be annealed, water service pipes to be renewed where required, steering engine piston renewed, and barrel shaft straightened. Windlass and anchor overhauled and put in good working order. Tunnel well 3 to be repaired where necessary.

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