

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

(Received at London Office)

OCT 10 1940

Date of writing Report 1st OCTOBER 1940. When handed in at Local Office 2nd OCTOBER 1940. Port of Glasgow
 No. in Reg. Book. Survey held at Anchorage in Loch Long Date, First Survey 22nd SEPT. 1940. Last Survey 24-9-40 19
 80946 on the Machinery of the Wood, Iron or Steel S.S. "OTTOLAND" (No. of Visits Two)

Tonnage } Gross 2242
 Net 1194 Vessel built at Alblarsund By whom Schpw. v. Jan Sonit Czn Year. Month. When 1916 8
 Engines made at Fleking By whom Maats de Schelde When 1916
 Nominal Horse Power 212 Boilers, when made (Main) 1916 (Donkey) ✓
 No. of Main Boilers 2 Owners Schepvaert in Steinholen Maats NV. Owners' Address
 No. of Donkey Boilers 1 Managers Port Rotterdam Voyage
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Loch Long
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 288 Port Ed 288 Port Ed

Particulars of Examination and Repairs (if any) Damage

(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 briefly summarised at the end of the report. 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 why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler Present condition of funnel(s)

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? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

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?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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?

State date of examination of Screw Shaft State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

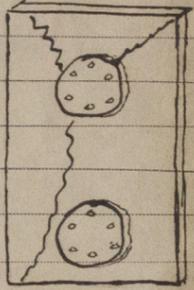
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

At the request of the Owners representative attended on board to examine the main condenser. It was stated that the door cracked when the vessel was getting under weigh from her anchorage in Loch Long on 20th inst.

Moreover the forward door of the main condenser was found cracked on 20th inst. a 3/4" steel plate ribbed as necessary has now been fitted in lieu of.

It was noted that the method of securing the circulating water discharge valve in the open position was as follows:- It consisted of wire secured to the valve lever taken over a pulley & hooked on to the head of a 3/4" bolt. This has now been altered; the 3/4" bolt has been replaced with an eyebolt & the eye in the wire from the valve lever shackled to the eyebolt.



General Observations, Opinion, and Recommendation:— The machinery of this

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, S.S. 0, 11, B.&M.S. 0, 11, * L.M.C. 0, 11, or * L.M.C. 140 lb., F.D., &c.)

vessel as now seen is eligible in my opinion to remain as classed without fresh record.

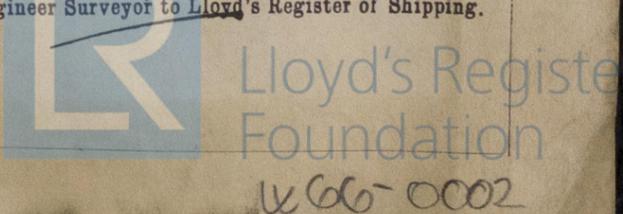
Survey Fee (per Section 29) £ : : Fees applied for 5th OCT. 1940
 Special Damage or Repair Fee (if any) (per Section 29.) £ 3.3 : :
 Travelling expenses (if chargeable) £ : : Received by me, 19

Charles J. Hunter
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 8 OCT 1940

Assigned As now

Dated Vessel



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

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

Is a Certificate required? If so, to be sent to

Noted.
J.H.
14/10/40.



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