

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 Greenock

No. in
Reg. Book.

Survey held at Anchorage in Loch Long

Date, First Survey 22nd SEPT. 1940.

Last Survey 24-9-40 19

(No. of Visits Two.)

80946 on the Machinery of the Wood, Iron or Steel

S.S. "OTTOLAND"

Tonnage } Gross 2202

Net 1194

Vessel built at Alblarsund

By whom Schpw. v. Jan Sonit Czn

Year. Month.

When 1916 8

Nominal
Horse Power 212

Engines made at Flushing

By whom Maats de Schelde

When 1916

No. of Main Boilers 2

Boilers, when made (Main) 1916

(Donkey) ✓

No. of Donkey Boilers

Managers

Owners Schpw. v. Jan Sonit Czn

(if not already recorded in Appendix to Register Book.)

Port Rotterdam

Voyage

Steam Pressure—
in Main Boilers 180

If Surveyed Afloat or in Dry Dock Loch Long

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).CHARACTER.
for Special Survey
Date of last Survey and of
Periodical Surveys.Year
assigned
now
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

T100A1 2-40

+NB 11-34

SS Rot N°3 5-29

+LMC

SS Rot N°2 37

MS 11-37

BS 2-40

TSOC 2-40

Cargo battens not fitted

Last Report No.

2288 Port 24 11/2 3194

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 vitae 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?

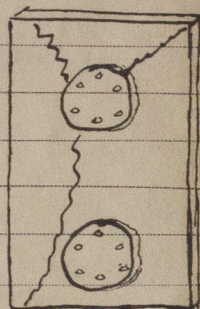
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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.

Now done. The forward door of the main condenser was found cracked on outside 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 *LMC 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) £ 3.3 :
(per Section 29.)

Received by me,
19

Travelling expenses (if chargeable) £ : :

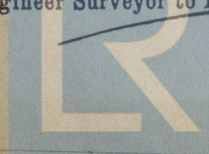
Committee's Minute

GLASGOW 8 OCT 1940

Assigned

As now

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



Lloyd's Register
Foundation

W 66-0002

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

Noted.

J.H.

14/10/40.



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