

Date of writing Report..... 19..... When handed in at Local Office Aug 11 1922 Port of New York
No. in Survey held at Brooklyn N.Y. Date, First Survey 1 Aug Last Survey 6 Aug 1922
Reg. Book. (No. of Visits)

No. in Reg. Book. *Survey held at Brooklyn N. Y.* Date, First Survey *1 Aug* Last Survey *6 Aug* 19*22*
(No. of Visits)

6934H on the Wood, Iron or Steel / O.S. Criteric Master

TONNAGE:—	Built at	Sunderland	By whom	W Doxford & Sons Ltd	When	1919	6
GROSS 6696	Owners	Bank Line Ltd	(A Weir & Co)	Port belonging to	Glasgow		
UNDER DEK 6812							

NET Handwritten Owners' Address Handwritten
(if not already recorded in Appendix to Register Book).
Surveyed Afloat or in Dry Dock? Both Name of Dock House D Da Quay Destined Voyage Handwritten

WB=CellDBorDBa *feet*; *uE&B* *feet*; *f* *feet*;
total capacity *tons. FPT* *tons*; *APT* *tons*; *MT* *feet* *tons.* } Particulars of Classification (which must be inserted
N.B.—All alterations in the existing records should be underlined. precisely as in Register Book & Supplements).

<p>If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the <u>decks, framing, girders, and of the inner bottom plating, especially in the boiler space.</u></p>	<p>REMARKS. No for Special Survey. Date of last Survey and of Periodical Surveys.</p>	<p>Years and how expired.</p>	<p>Machinery and Boiler Surveys (including date of N.B., if any).</p>
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Last Report, No. 7259 Port Syd *+100Al. Shells*
+LMC 6-19
dk with feelboard *119 T.S.*

Periodical Surveys, when held, must be reported in detail and seriously 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

3-22 Fitted for oil fuel = Paine 150°F
 Carrying oil fuel F Paine 150°F in D B ~~19~~
 Society's Freeboard (if assigned) as
 painted on Ship and now verified {ft.ins.

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 to whom and why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition + Gle pairs.

Vessel placed in dry dock, bottom & rudder cleaned examined & coated
No # Strake plate port side at water tight division of No 1 & 2 tanks
slightly indented at the fore end of No 2 tank aft end of No 1 tank, no
prints were struck, No 2 tank was full of water, No 1 tank was part full
of oil & the tanks were tight. It is submitted that this plate be faired
at owners convenience.

The damage sustained through vessel being crushed between the Lock
Gates at Christoval C. Z has been made good as no evidence of
same could be seen

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	...								
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								

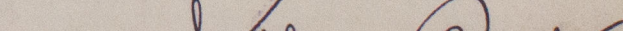
PRESENT CONDITION OF THE		Stringers	Dblng. Plates under Sounding Pipes.	Copper, or Y.M. of Wood Vessels.
Decks	good	Inner Bottom Plating	Engine Room Skylights	(State if on Belt.)
Caulking of Decks	"	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Waterways	"	State if Tanks now tested	Scuppers	Year
Coamings	"	Bulkheads	Cargo Hatchways	Boats
Beams & Fastenings	"	Ceiling	Hatches	Masts, Yards, &c.
Outside Plating	"	Cement or Asphalt	Planking of Wood Vessels	Condition, how ascertained
Caulking of ditto	"	Rudder	Caulking ditto	(State if wedges removed)
Rivets	"	Steering gear and its connections	Treenails ditto	Sails
Breasthooks & Crutches	"	Windlass	Breasthooks & Stemson ditto	Equipment letter
Transoms	"	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Anchors, No. of
Frames	✓	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	Cables (State if now ranged)
Reverse Frames	good where seen	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places ditto	" length size
Floors	✓		Stringers, Clamps & Shelves ditto	" (on board) size
Keelsons	✓		Salting ditto	" Rule length size
			(State if examined.)	Hawser & Warps
				Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is eligible in my opinion & remain as Classed &
to have rec'd + 100 A.I. shelter deck with floorboard 8-22.
Subjected & indented plate port side to H Stroke between 1 & 2
DB Tanks being dealt with at the owners convenience.

Survey Fee (per Section 28)	£	:	:	Fees applied for,	
Special Damage or Repair Fee (if any)	£	:	:	17 Aug. 1922.	
(per Sec. 28)	\$ 50 ⁰⁰	:	:	Received by me,	
Travelling Expenses (if chargeable)	£	:	:	19.	
Second Surveyor's Fee (if any)	£	:	:		


 Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York AUG 15 1992 FRI. 29 DEC. 1992

Character Assigned Shaver, de mil fbd

Testing on fuel F above 150°F in D.S.
 Rated for oil fuel 6.19 F above 150°F
 subject H + M

New York

11 Aug/22

S.S. Oteric

Repairs

Oter plate cracked at each side at flanging for about 8" at forward side of rudder trunk. Rudder now electric welded.

It was decided to strengthen up the overhang of stern.

Two fore & aft 12" Channels were fitted one on each side of the centre line well bracketed to the floors & after peak bulkhead, two 6" Channel stanchions were fitted between each of the channels & the deck (carrying the steering engine & gear) & securely bracketed to same.

The after peak tank was tested on completion of the work & found tight.

William Butts.

2710-0242 1/2



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