

Received by Chief Ship Surveyor.....

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VESSEL'S NAME "ORESTES" REPORT Sing. No. 8774
8775

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

PERIODICAL SPECIAL SURVEY () due

Nature of Survey.....

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thickness	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
							*Fcle. sides				*	*Poop sides				
BRIDGE SHEER STRAKE	70	65	65	05	05	*46					*40					
Bridge Strake below M	70	65	65	05	05	*46					40	40	40	-	-	
SHEER STRAKE L	76	70	65	06	11	50	60	65	-	-	50	55	57	-	-	
1st Strake below K	74	60	60	14	14	46	50	50	-	-	46	45	55	01	-	
2nd " J	74	60	65	14	09	46	46	52	-	-	46	45	50	01	-	
3rd " H	74	60	60	14	14	46	50	50	-	-	46	40	45	06	01	
4th " G	74	70	65	04	09	46	35	40	11	06	46	40	40	06	06	
5th " F	74	72	65	02	09	46	27	25	19	21	46	45	45	01	01	
6th Bilge E	76	75	65	01	09	46	5	5	-	-	46	55	60	-	-	Please refer to attached Rpt. 8 for recommended shell plate repairs.
7th " D	76	70	65	06	11	46	52	50	-	-	50	50	60	-	-	
8th " C	76	70	70	06	06	66	62	62	04	04	50	60	55	-	-	
9th " B	76	65	65	11	11	66	60	62	06	04	52	-	-	-	-	
10th " A	78	62.5	65	15.5	13	66	-	-	-	-	52	-	-	-	-	
11th Keel	114	20-LOCALITY TIME					80	-	-	-	-	80	-	-	-	-
12th "		FORGOTTEN DRILLINGS SEE SING 9021														

Drillings at ends to be made in the vicinity of the peak bulkheads.

This ship, built in 1926 by Workman, Clark & Co. Ltd., Belfast, is one of a number owned by Messrs. Alfred Holt, to which load lines have been assigned by the British Corporation since they were built, and which the Owners now desire to have classed (see their letter of June 30th, 1950). The principal plans were approved by the British Corporation and the scantlings and arrangements are considered suitable for B.C. Class.

As a result of an agreement reached with Messrs. Alfred Holt & Co., by the Unified Society (see endorsement of 14.3.50) the ships of this fleet may be surveyed over a period of 2 years commencing one year prior to the due date of the Special Survey, the majority of the survey being carried out at the due date. It has also been agreed (in endorsement 11.1.50) that the full requirements for Classification be restricted to a general examination in dry dock, an Annual Survey, and the examination of any items which were last seen more than 2 years prior to the issue of the present five year Load Line Certificate. The items requiring attention in the latter category were the drilling of the shell

plating, the examination and test of the lubricating oil drain tank and the test of Nos. 1, 6, 7 & 9 D.B. tanks. *also examination of corrosion reported previously*

The Singapore Surveyors in a Rpt.8 and abridged Rpt.1 report 8.51, a general examination in drydock, the items listed in the previous paragraph dealt with and the requirements of an Annual Survey carried out. These items are not creditable towards the Extended Special Survey which does not commence until 5.52, but it is considered an exception might be made in the case of the drill testing of the shell plating. The results of the drilling are considered satisfactory with the exception of those quoted by the Surveyor - see later. A few minor wear and tear repairs were effected, and a new bower anchor supplied.

The Surveyors recommend Nos. 6 & 7 double bottom tank top plating (insulation to lift as necessary) be specially examined by next drydocking, defective $1\frac{1}{2}$ fathom length of cable (now disconnected) being renewed at earliest opportunity and shell plates F.2 (p & s) being further examined and dealt with as necessary before completion of the Classification Special Survey.

IT IS SUBMITTED before this case receives the consideration of the Committee, the Surveyor be informed it is concluded the reason for his not drilling the bottom shell amidships is because the latter was cemented and also that in recommending shell plates F.2 (p & s) - below renewal thickness - to be dealt with as necessary before completion of Classification Special Survey he is aware that the extended survey does not commence until 5.52 and end on 5.54.

See reply from Ling 9.11.51

W.B.

10th October, 1951.



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