

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 20 JUL 1922 When handed in at Local Office 20 JUL 1922 Port of London

No. in Reg. Book. Survey held at 80260 Date, First Survey 5 July Last Survey 17 July 1922 (No. of Visits SEVEN)

69318 on the Wood, Iron or Steel J.S.S. Ormuy Master  
 TONNAGE:- Built at Pgesack By whom Bremer Vulkan When 1914  
 GROSS 14588 Owners Orient S.N.C. Port belonging to London  
 UNDER DK. 9875 Owners Address  
 NET 8082 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Tilbury Destined Voyage

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 precisely as in Register Book &amp; Supplements).

N.B.—All alterations in the existing records should be underlined.  
 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 floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially 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.

CHARACTER.  
 \* for Special Survey.  
 Date of last Survey and of Periodical Surveys.  
 Machinery and Boiler Surveys (including date of N.B., if any).  
 + LLOYDS R.M.C. 322

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 Classification and S.S. No 3 See also London report 85368.

Now done:- No 5 tween decks, decks, masts, rigging, steering gear, windlass and general equipment, air and sounding pipes and W.I. doors examined  
 Ceiling in hold No 6 and in bunkers, where laid, removed as required.  
 Tanks Nos 6, 7, 8, 9, 10, 11, 12, and 13 & 14 in way of tunnels, and after peak tank tested and found satisfactory  
 Downton pumps, one forward and one aft examined and tried.  
 The painting arrangements examined and considered satisfactory.

P.T.O.

## SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	No.	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	(State if on Felt)
Caulking of Decks	"	State if Tanks now tested	See report	Engine Room Skylights	"	When put on, Month	Year
Waterways	"	Bulkheads	Painted	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Coamings	"	Ceiling	"	Scuppers	"	Masts, Yards, &c.	"
Beams & Fastenings	Painted	Cement or Asphalt	"	Cargo Hatchways	"	Condition, how ascertained	by examination
Outside Plating	"	(State which.)	"	Hatches	"	(State if wedges removed)	None
Caulking of ditto	"	Rudder	Good	Planing of Wood Vessels	"	Sails	"
Rivets	"	Steering gear and its connections	"	Caulking ditto	"	Equipment letter	"
Breasthooks & Crutches	"	Windlass	"	Treenails ditto	"	Anchors, No. of	3 B. 15. 1 K.
Transoms	Good	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson ditto	"	Cables (State if now ranged)	Yes
Frames	"	Have Sluice Valves now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches ditto	"	" length	215 size 3
Reverse Frames	"	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings ditto	"	" Rule length	size
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places ditto	"	Hawser & Warps	Good
Keelsons	"			Stringers, Clamps & Shells ditto	"	Standing & Running Rigging	"
Stringers	"			Salting (State if examined.)	"		
Inner Bottom Plating	"						

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon 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 ptnd 15, &c."

This vessel is eligible in my opinion to be classed as contemplated 100A1 and to have record of survey 7, 22 and the notation of S.S. No 3 with date subject to approved drawing arrangements being fitted for space above fore peak and to the equipment being approved.

Survey Fee (per Section 28)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

TUE. 22 AUG. 1922

FRI. 31 AUG. 1922

FRI. 13 APR. 1923

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Lloyd's Register Foundation



- J. S. S. Onmy -

Equipment.

There are 3 Bower, 1 Stream, and 1 Kedge anchors at present on board, particulars of test etc obtained from same as below. but no test Certificates are yet on board.

The following rope are on board :- One 5 1/2 R. @ 90 lbs 6"  
 " " " " 5"  
 Two " " " 4"  
 One " " " 3 3/4"  
 Three " " " 3 3/4"  
 Four Manila @ 120 lbs 9"  
 " " " 90 " 8"  
 Also one towing spring (air) @ 45 lbs 14"

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

**ANCHORS.**

Number of Certificate.	Anchors *	WEIGHT, EX STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 OR 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
71314	1st Bower	123	3	7	76	0	0	0			Stockless	Wingley	14.5.14
50388	2nd "	115	3	21	73	5	0	0			"	Wingley	14.5.14
71316	3rd "	113	2	18	72	10	0	0			"	Wingley	14.5.14
	Collective Weight.	353	1	18									
71317	Stream	20	2	0	3	2	22	21	3	3	0	Nava	14.5.14
71318	Kedge	9	3	4	2	2	8	11	17	3	7	Testmans	14.5.14

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statin- fort.	Breaking Tons.	Supplied. Tons.	Per Table 30 or 31. Cwts. qrs. lbs.	Length.	Diam.			
69381	135	3	145 1/2	204 7/8	625-0-0				Steel cable	J. H. Wingley, 15000	14.5.14
69770	90	3	"	"	413-3-0				"	"	5.11.1921
56422	15 1/2	3	"	"	71-1-3				"	"	14.5.14
56423	15 1/2	3	"	"	70-3-21				"	"	14.5.14
56424	15 1/2	3	"	"	70-3-7				"	"	"
56425	15 1/2	3	"	"	71-0-25				"	"	"
56426	15 1/2	3	"	"	70-3-10				"	"	"
56427	15 1/2	3	"	"	70-2-0				"	"	"
13121	End 5 ft 3"	"	"	"	2-3-18				"	"	14.5.14

315

1067

t. 9a.  
rt of

London

Continuation of Report No. 75672 dated 20 JUL 1922 on the

- J. S. S. Onmy - (Contd)

The end thickness of shell plating found as follows:-

	Off end	Fore end
Kel	.94	.94
A Shakes	.54	.79
B. "	.55	.79
C. "	.55	.71
D. "	.57	.71
E. "	.54	.59
F. "	.54	.64
G. "		.64
H. "	.54	.79
J. "	.54	.79
K. "	.54	.54
L. "	.54	.54
M. "	.54	.54
N. "	.54	.54

average to .98 - 1.1  
about 70.0" draft 5/16"

The tubular pillar removed from Refrigerating fan room replaced by an efficient solid iron pillar.

The recommendation to fit Coamings to the openings in the deck in way of bunkers was discussed with the owners representative who states that it is the practice of the Company to have these openings to facilitate the trimming of coal to the shafts but protection by means of stanchions and chains is arranged round each opening.

The spaces above the fore peak were examined and it was found that no method of bracing these spaces is at present provided and the owners representative states that as soon as the necessary labour is available approved arrangements will be made, and this proposal, together with that of dispensing with the Coamings in way of the bunkers, merits, in my opinion, the favourable consideration of the Committee.

J