

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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

CHARACTER.  
\* for Special Survey.  
Date of last Survey and  
Periodical Surveys.

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S.S. "ORMUZ" ex "Zeppelin".

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Plans of this ex-German steamer (which was built by Messrs. Bremer Vulkan in 1914 $\frac{1}{2}$  and classed with the Germanischer Lloyd) were examined in May last, when it was found that the scantlings and arrangements, so far as stated, were such as could be recommended to the Committee for classification.

The Surveyors were requested to ascertain the thicknesses of the bottom plating when the vessel was dry-docked, to satisfy themselves regarding the panting arrangements, and strengthening of bottom forward, and to report upon a few minor items.

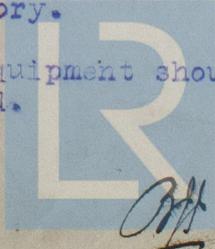
From a report received from the London Surveyors it is found that the midship thicknesses of the keel and bottom plating (and their riveting) could be submitted for approval, the aggregate thicknesses of the shell plating from the keel to the "B" deck sheerstrake being in accordance with the Rule requirements, after the increased frame spacing of 1 $\frac{1}{2}$ " is taken into account. The Surveyors should state the end thickness of the shell plating.

The panting arrangements still remain to be examined.

The strengthening of the bottom forward appears to be satisfactory.

With regard to the items mentioned (See endorsement of 30 May 1921):-

- (1) It is reported by the London Surveyors that the "F" deck extends through the engine space at the sides of the openings, but it still remains to be seen if this is the case in way of the boiler rooms and cross bunker.
- (2) It is noted that the beams are supported at the centre line clear of the deck openings.
- (3) It is noted that the decks between the quarter girders and hatch side coamings have been carefully examined and no movement observed.
- (4) The scantlings of the weather deck hatch webs and covers as reported are satisfactory.
- (5) Full particulars of the equipment should be submitted if the figure 1 is desired.



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