

S.S. "ORMUZ" ex "ZEPPELIN"

Dimensions:- 550 x 67 x 39.25 to "D" or upper deck
 48 to "C" or shade deck.
 56.5 to "B" or bridge deck.
 Scantling Nos:- 106.25 & 58437
 Proportions:- L = 11.45 depths to shade deck
 = 9.74 " " bridge "

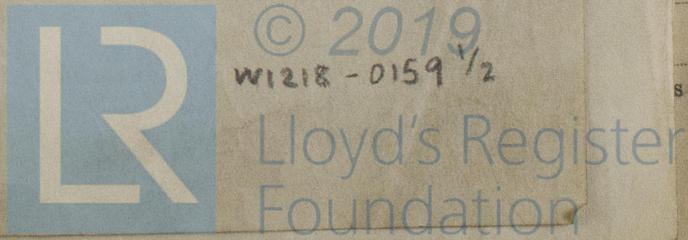
This vessel was built by Messrs. Bremer Vulkan in 1914 and was classed with the Germanischer Lloyd. (100A(E))
 The present Owners, the Orient Steamship Co., desire the vessel should be classed with this Society and plans of midship section and profile, in duplicate, prepared by the Nederland Scheepsbouw Mj. have been forwarded by the Amsterdam Surveyors.

The vessel has been under Survey at Amsterdam, and the Surveyors there forward a First Entry Report, together with the plans.

The Amsterdam Surveyors have examined the vessel afloat as far as accessible and verified the scantlings, and the vessel is to be drydocked on her arrival in the U. K. when the scantlings of the shell plating below the water line are to be ascertained. (The Surveyors state on their First Entry Report that the destined voyage is London).

The scantlings and arrangements as indicated in the plans have been carefully examined, and so far as stated are found to be such as could be recommended to the Committee for the class 100A- "Shade Deck".

It should be definitely ascertained at which port the vessel is to be drydocked, but it is presumed at present that this will be London.



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The Surveyors should ascertain the thickness of the bottom plating when the vessel is drydocked, and also satisfy themselves regarding the panting arrangements and the strengthening of the bottom forward.

A few more items require to be ^{Reported upon} ~~ascertained~~ in order to complete the Survey, as follows:-

The Surveyors should ^{investigate} ~~ascertain~~ and state:-

1. If the "F" deck extends through the machinery space at the sides of the openings.
2. If there is a centre row of pillars clear of the hatchways and other openings.
3. In view of the distance between the quarter pillars and the hatch side coamings, the Surveyors should specially examine the condition of the decks at this part, and report if there has been any movement.
4. The Surveyors should state the scantlings and spacing of the weather deck hatch webs and covers.
5. If the figure "1" is desired, particulars of the equipment must be furnished for consideration.

Plans, Correspondence, Report to be sent to Surveyors at Port where Survey is completed set of plans to be retained file for reference

30. 5. 21.

The Board of Trade have dealt with the case for Passenger certificate and sub-division load line

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*Dr. 1.6.21
H. plans Retd.
P.C. Lon.*



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