

No. 84395

Report 20 June 1921 When handed in at Local Office 21 JUN 1921 Port of London
 Survey held at Tilbury Date, First Survey June 8th 1921 Last Survey June 15th 1921
 on the ~~Wood, Iron or Steel~~ T.S.S. ORMUZ EX (No. of Visits SIX)
T.S.S. ZEPPELIN Master

NAME:-	Built at	By whom	When	
			YEAR.	MONTH.
114167	Vegesack	Bremer Vulcan	1914	
9975	Orient Steam Navigation Co Ltd		Port belonging to	London
8226	Owners' Address			
	(if not already recorded in Appendix to Register Book).			

ed. Afloat or in Dry Dock? Name of Dock Destined Voyage

ellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted
 capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, or plating, especially in the boiler space.	CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.		Machinery and Boiler Surveys (including date of N.B., if any)
	Year Assigned	how expired	

Report, No. Port

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; as being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft.

In 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 who declined?

Was a damage report made by anyone else? If so, by whom?

OR EXAMINATION AS PER RULE, FOR Classification. See Secretary's letter to
 Amsterdam Surveyors 1st June 1921, & Amsterdam rpt Nos. 8366 & 8379

done:- Tessel placed in dry dock bottom and rudder cleaned examined recoated. The thickness of bottom plating ascertained as follows.

Plate	Keel	Breadth	Thickness	Butts	Rivets	Straps	Edges
		55"	18/20"	Butts	treble	riveted	straps
A	=	76 1/2	15/20	Butts	overlapped		
B	=	76 1/2	15/20	quadruple,	treble	at ends.	
C	=	76	15/20	Rivets	in butts	1" diam	3 1/2 crs.
D	=	76 1/2	15/20	Edges	double	riveted	1" diam 4" crs.
E	=	77	16/20				
F	=	80	16/20				

[illegible]

al Observations, Opinion as to Class, Recommendation, &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 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 ss 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."

The above is for the information of the Committee.

per Section 28)	£	:	:	Fees applied for,	<i>C. A. McEldan.</i>
ge or Repair Fee (if any)	£	:	:	19	
ncies (if chargeable)	£	:	:	Received by me,	Surveyor to Lloyd's Register of Shipping.
yor's Fee (if any)	£	:	:	19	

tee's Minute TUE JUL 15 1921
ster Assigned no action

Is Certificate required? If so, to be sent to _____

London.

Continuation of Report No. 84395 dated 20. VI. 21 on the

Painting arrangements could not be examined owing to sand
last being in lower holds.

Strengthening of bottom forward:- The three strakes of bottom plating
to heel maintain their midship thickness to the collision bulkhead.

Strengthening in bottom plating & frames forward are close pitched according
rule and the bottom frames doubled.

"F" deck extends through the engine room at sides of openings. Owing
hulkers being full this deck could not be examined in way of boilers.
There is a centre row of wide spaced tubular pillars attached to girders
lead, clear of the hatchways and other deck openings.

1, 2 & 3 lower holds and lower tween decks are fitted with a centre
bulkhead clear of the hatchways.

In view of the distance between the quarter pillars and hatch side
ings the decks have been carefully examined and no movement observed.
Scantlings and spacing of the weather deck hatch webs are as follows:-

Position	No 1 on "C" dh	No 2 on "C" dh	No 3 on "D" dh	No 4 on "D" dh	No 5 on "A" dh	No 6 on "C" deck	No 7 on "C" dh
Size	11' 9" x 13' 0"	18' 6" x 23' 0"	18' 4" x 15' 6"	18' 3" x 16' 0"	7' 10" x 10' 10"	15' 10" x 15' 10"	10' 3" x 15' 8"
webs	1	1	3	3	1	2	1
ditto	4 x 3 x 8/10 15 x 8/20 plate 5 x 2 1/2 x 7/20 l' ang 2 1/2 x 3/4 bead	5 x 3 x 9/20 ang 30 x 10/20 plate 7 1/2 x 3 1/2 x 9/20 l' ang 2 1/2 x 3/4 bead 2 cross beams 9 x 3 1/2 x 3 1/2 x 10/20 channels	4 x 3 1/2 x 8/20 ang 15 x 8/20 plate 7 x 3 x 8/10 l' ang 2 1/2 x 3/4 bead	4 x 3 1/2 x 8/20 ang 15 x 8/20 plate 7 x 3 x 8/20 l' ang 2 1/2 x 3/4 bead	4 x 2 1/2 x 6/20 ang 9 x 6/20 plate 5 x 2 1/2 x 6/20 l' ang 2 1/2 x 3/4 bead	4 x 3 1/2 x 8/20 ang 15 x 8/20 plate 7 x 3 x 8/10 l' ang 2 1/2 x 3/4 bead	Same as No 6

No fore & afters fitted 3" wood covers to all hatchways.

g form:-

Where and when
Superintendent

certificates of anchors or cables could be produced. There are 3 lower
beam & 1 kedge anchor aboard and 300 fathoms stad link cable 3 1/2" dia
15 fathoms 2 3/4" dia

Special Survey. Now done:-

2, 7, 13, & 14, D B tanks examined internally.

vessel has proceeded on a yachting cruise in Scandinavian Waters
on her return to the U K the Special Survey will be continued.

C. M. C.

When and where tested
Superintendent

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Lloyd's Register
Foundation

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