

3 Decks.

STEEL STEAMER.

MON. 15 NOV 1909

Received at London Office

State if Report is also sent on the Machinery of the Vessel *Yes*

Date of completion of report *15th Nov 1909* Port of *Belfast* No. *6694*

Survey held at *Belfast* Date, First Survey *31st July 1908* Last Survey *1st November 1909*

On the *Steel Twin Screw Steamer "ORVETO"* Rig *free & aft schooner*

TONNAGE under *532.73*
Tonnage Deck *274.91*
Do. between Tonnage Dk. and 3rd and 4th Dk. *257.82*
Total under Upper Dk. *9782.36*

Do. of Poop *1065.24*
Do. of Bridge House *1218.92*
Do. of Forecastle *13.87*
Do. of Houses on Dk. *1218.92*
Do. of *13.87*
Do. above Crown of Engine Room *1218.92*
Gross Tonnage *1218.92*
Less Crew Space *685.90*
Less above Crown of Engine Room *1144.29*
TONNAGE FOR FEES *3881.63*
Less Engine Room *3881.63*
Navigation Spaces *95.54*
Belfast *43.03*
Register Tonnage *7421.09*
as out on Beam

CLASS *100 A1*

Half Breadth (moulded) *31.83*
Depth from upper part of Keel to top of Upper Deck Beams *35.54*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *60.53*
128.20
deduct 7 feet *7.00*
1st Number *121.20*
Length on deck from after part of stem to fore part of stern post *532.92*
2nd Number *645.89*
Proportions—Breadth to Length *8.45*
Depth to Length—Upper Deck to top of Keel *14.9*
Main Deck ditto *14.9*
Destined Voyage *London for Australia*

Master *Year of appointment* (1) As Master in service of owner of present vessel:—19 (2) As Master of this vessel:—19

Built at *Belfast*
When built *1908* 11 mo Launched *6th July 1909*
By whom built *Workman Clark & Co. Ltd.*
Owners *Orient Steam Navigation Co. Ltd.*
Managers (Where necessary to be entered in Reg. Book.)
Residence
Port belonging to *Belfast*

Length on Deck *532* Feet. *11* Inches. BREADTH—Moulded *63* Feet. *8* Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *30* Feet. *2* Inches. No. of Decks with flat laid *34* Shells. No. of Tiers of Beams *34* Shells.

Dimensions of Ship per Register, Length *532.35* breadth *64.05* depth *38.65* Moulded depth, ft. *34* ins. *3* To Upper Dk. Round of Upper Dk. Beam, Actual *6* ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule.
FRAME, Angles, or \angle , \square Bars for $\frac{1}{2}$ length amidships	$8 \times 3 \frac{1}{2} \times 11$	$8 \times 3 \frac{1}{2} \times 11$					KEEL, Bar or Side Plates, depth and thickness	<i>FLAT PLATE</i>	
Do. for $\frac{1}{2}$ at each end	$8 \times 3 \frac{1}{2} \times 10$	$8 \times 3 \frac{1}{2} \times 10$					STEM, moulding and thickness	$12 \times 3 \frac{1}{2} \times 12 \times 3 \frac{1}{2}$	
Do. in way of Double Bottoms at Solid Floors	$3 \frac{1}{2} \times 3 \frac{1}{2} \times 10 \times 9$	$3 \frac{1}{2} \times 3 \frac{1}{2} \times 10 \times 9$					STERN-POST for Rudder do. do.	15×9 best Steel shaped	
" " " at intermdt. Dkts.							" for Propeller	Section see appd plan.	
Spacing of Frames from centre to centre	30	30					MAIN PIECE of Rudder, diameter at head	$14 \frac{1}{2}$	$14 \frac{1}{2}$
EVERSED FRAME, Angles	$4 \times 3 \frac{1}{2} \times 11 \times 10$	$4 \times 3 \frac{1}{2} \times 11 \times 10$					" do. at heel	$10 \frac{1}{8}$	$10 \frac{1}{8}$
DEEP FRAMING, depth of girder	$8 \frac{1}{2}$	$8 \frac{1}{2}$					RUDDER, how constructed <i>Single plate 24 in. forged runs keyed</i>		
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships							Can the Rudder be unshipped afloat? <i>Yes</i>		
" in way of Engines and Boilers							KEELSONS & STRINGERS.		
" thickness at the ends of vessel							CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
" depth at $\frac{1}{2}$ the half breadth, as per Rule							" Rider Plate		
" height extended at the Bilges							" Bulb Plate to Intercoastal Keelson		
DOORS & BRACKETS in Cell Dble Bottoms							" Horizontal Plates or Floors		
" " state if flanged (top & bottom)	40	30					" Angles		
" " Spacing	30	30					SIDE KEELSON, Angles		
CENTRE GIRDER, in Double bottom, depth and thickness	$4 \times 8 \frac{1}{2} \times 13 \times 10$	$4 \times 8 \frac{1}{2} \times 13 \times 10$					" Bulb or Plate above floors, for length		
" " Angles, Top	$3 \frac{1}{2} \times 3 \frac{1}{2} \times 12 \times 10$	$3 \frac{1}{2} \times 3 \frac{1}{2} \times 12 \times 10$					" Intercoastal Plate, for length		
" " Bottom	$5 \times 5 \times 13 \times 11$	$5 \times 5 \times 13 \times 11$					" Attached to outside Plating with Angle		
SIDE GIRDERS, number on each side & thickness	$3 \times 3 \times 9 \times 8$	$3 \times 3 \times 9 \times 8$					BILGE KEELSON, Angles		
" " state if flanged (top and bottom)	3	3					" Bulb or Plate above floors, for length		
" " Angles	3	3					" Intercoastal Plate for length		
MARGIN PLATE, depth (exclusive of flange) and thickness	$4 \times 4 \times 12 \times 11$	$4 \times 4 \times 12 \times 11$					" Attached to outside Plating with Angle		
" " Angles to Outside Plating	$3 \frac{1}{2} \times 3 \frac{1}{2} \times 10 \times 9$	$3 \frac{1}{2} \times 3 \frac{1}{2} \times 10 \times 9$					BILGE STRINGER Angles		
" " Floors	6×3	6×3					" Bulb Plate for length		
" " Height of Floors at the Bilges	6×3	6×3					" Intercoastal Plate for length		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	6×3	6×3					" Attached to outside Plating with Angle		
" " in Engine and Boiler space	$14 \times 1 \frac{1}{2} \times 13 \times 10 \frac{1}{2}$	$14 \times 1 \frac{1}{2} \times 13 \times 10 \frac{1}{2}$					SIDE STRINGER Angles		
" " Remainder in Holds	10×9	10×9					" Bulb or Intercoastal Plate, for length		
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	$7 \times 3 \frac{1}{2} \times 10$	$7 \times 3 \frac{1}{2} \times 10$					" Attached to outside plating with Angle		
" " Angles on upper edge	30	30					Upper Deck Stringer Plates, br'dth & thickness	$72 \times 5 \frac{1}{2} \times 11 \times 9$	$72 \times 5 \frac{1}{2} \times 11 \times 9$
" " Spacing	30	30					" Angle on ditto	$4 \times 4 \times 9 \times 8$	$4 \times 4 \times 9 \times 8$
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	$7 \times 3 \frac{1}{2} \times 10$	$7 \times 3 \frac{1}{2} \times 10$					" Tie Plates, outside Hatchways	8×7	8×7
" " Angles on upper edge	30	30					" Deck, * Iron or Steel, for length	8×7	8×7
" " Spacing	30	30					" Wood Deck, Material & thickness	$1 \frac{1}{2}$ in Salom.	$1 \frac{1}{2}$ in Salom.
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	$7 \times 3 \frac{1}{2} \times 10$	$7 \times 3 \frac{1}{2} \times 10$					Middle Deck Stringer Plate, br'dth & thickness	$72 \times 5 \frac{1}{2} \times 10 \times 9$	$72 \times 5 \frac{1}{2} \times 10 \times 9$
" " Angles on upper edge	30	30					" Angles on ditto, No. <i>2</i>	$4 \times 4 \times 9 \times 8$	$4 \times 4 \times 9 \times 8$
" " Spacing	30	30					" Tie Plates outside Hatchways	8×7	8×7
BEAMS, Hold, or Orlop, Plate or Tee Bulb							" Diagonal Tie Plates, No. of pairs		
" " Angles on upper edge							" Deck, * Iron or Steel, for length	7×6	7×6
" " Spacing							" Wood Deck, Material & thickness		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							Lower Deck Stringer Plate, br'dth & thickness	$72 \times 5 \frac{1}{2} \times 10 \times 9$	$72 \times 5 \frac{1}{2} \times 10 \times 9$
" " Angles on upper edge							" Angles on ditto, No. <i>2</i>	$4 \times 4 \times 9 \times 8$	$4 \times 4 \times 9 \times 8$
" " Spacing							" Tie Plates, outside Hatchways	8×7	8×7
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	$7 \times 3 \frac{1}{2} \times 10$	$7 \times 3 \frac{1}{2} \times 10$					" Deck, * Material and thickness	7×6	7×6
" " Angles on upper edge	30	30					Hold, or Orlop Stringer Plate, br'dth & thickness		
" " Spacing	30	30					" Angles on ditto, No.		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	$7 \times 3 \frac{1}{2} \times 10$	$7 \times 3 \frac{1}{2} \times 10$					" Tie Plates outside Hatchways		
" " Angles on upper edge	30	30					" Deck, Material and thickness		
" " Spacing	30	30					Deck Stringer Plate, breadth & thickness	$69 \times 4 \frac{1}{2} \times 11 \times 9$	$69 \times 4 \frac{1}{2} \times 11 \times 9$
PILLARS, In 'tween Deck, size and spacing	$5 \frac{1}{2} \times 4 \times 4 \times 5 \frac{1}{2}$	$5 \frac{1}{2} \times 4 \times 4 \times 5 \frac{1}{2}$					" Angle on ditto	$4 \times 4 \times 9 \times 8$	$4 \times 4 \times 9 \times 8$
" " Hold	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					" Tie Plates	8×7	8×7
" " Quarter 'tween Dks., " "	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					" Deck, Material and thickness	7×6	7×6
" " in Hold	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Forecastle Deck Stringer Plate, br'dth & thickness		
WEB-FRAMES, In Fore Body, No. and spacing	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					" Angle on ditto		
" " br'dth. & thickness	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					" Tie Plates		
" " No. of Side Stringers	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					" Deck, Material and thickness		
WEB-FRAMES, In E. & B. Space, No. & spacing	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					BULKHEADS.		
" " br'dth. & thickness	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Number.		
" " No. of Side Stringers	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Vessel.		
BRACKET PLATES to Stringers between Web Frames, depth and thickness	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Per Rule.		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Thickness.		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					STIFFENERS.		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Horizontal.		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Vertical.		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Single or Double Frames.		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Height up.		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					W. T. BULKHEADS		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					PARTITION		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					LONGITUDINAL		
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	
	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$	$6 \frac{1}{2} \times 4 \times 4 \times 6 \frac{1}{2}$					Are the Sluice Valves and Watertight Doors in efficient working order?	<i>Yes</i>	

[illegible]

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*).

Workmanship. Are the butts of plating planed or otherwise fitted? Planed M 244-3-778327/98

Is the riveted work properly closed? *Yes.*

Are the liners between the frames and plates solid single pieces? *Yes.* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes.* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes.* Do any rivets break into or through the seams or butts of the plating? *very few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes.* State results of tests *satisfactory.*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes.* State results of tests *satisfactory.*

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the plans approved by the Committee; the Secretary's letters of the above mentioned dates and in other respects in general conformity with the Rules and the workmanship and materials are good throughout.

The keel was sighted before launching and found straight.

This vessel is insulated in Nos 1-2 and 3 Holds and in No. 1. Lower Tween Decks for the carriage of frozen meat cargoes.

The approved plans fifteen in number together with five forging reports are forwarded herewith for reference.

Est. Oporto No 248 Bel 6635

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. or Break _____ ft. Bridge Dk. 2 1/2 ft. Castle _____ ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *3 Decks (H. U. & W.) and Shelter Deck (H. U. & W.)*

Official No. ; Signal Letters State if Machinery is fitted aft No.
How are the surfaces preserved from oxidation ? Inside Paint & Portland Cement & bottom Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	85	150	Fore peak tank,		55
Double bottom, under Engines and Boilers,	165	810	After peak tank,		80
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	170	465	Other tanks, if fitted,		
Total capacity of double bottom	442.5		(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *Yes.*

* The wells are not to be included in the lengths of the tanks

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. <u>532</u>	Dwars of Surveys held while building	<u>1908. July 31. Aug. 14. 20. 24. 25. 27. 28. Sept. 2. 3. 4. 5. 10. 11. 17. 18. 24. Oct. 1. 5. 9. 12. 14. 15. 19.</u>	Total No. of Visits <u>109.</u>
Date <u>31st Aug 1908</u>		<u>Oct. 21. 25. 29. Nov. 3. 9. 11. 12. 16. 20. 24. 27. 30. Dec. 2. 4. 5. 10. 15. 17. 18. 22. 1909 Jan. 5. 15. 18. 2.</u>	
No. <u>279</u> in builder's yard.		<u>1909. Jan. 22. 25. 28. Feb. 2. 4. 5. 16. 23. 24. Mar. 2. 4. 10. 12. 15. 17. 22. 24. 26. 31. Apr. 1. 5. 7. 9. 19. 23. 26. 3.</u>	

The amount of Entry Fee £ 5 :	0 :	0	Fees, applied for,	
Special Survey Fee £ 199 :	1 :	4	Received by me,	
Travelling Expenses, if any	£ :	:	:		

9th Nov 1947
12th Nov 1947
50%

Certificates to be sent to *This Office.*

State whether the Vessel has been built under Special Survey *Yes*
I am of opinion this Vessel should be Classed *100 A. 1. "Plaster Deck."*
With, or without Freeboard, as condition of Class *Without Freeboard*

P. O. Kendall
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned

Phelan dk
Lloyds 126. P + Lmb 11.09
7 D

Certs issued 16/11/09

1/57 2208 2/2

© 2021
Lloyd's Register
Foundation