

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report... 12 SEP. 1930 When handed in at Local Office... Port of LIVERPOOL

No. in Reg. Book. Survey held at LIVERPOOL. Date, First Survey 4th Sept. Last Survey 9th Sept. 1930. (No. of Visits 4)

80460. on the ~~Wood, Iron or Steel~~ T: S: S: "ORITA"
 TONNAGE:— Built at Belfast By whom Harland & Wolff Ltd. When 1903. 3.
 GROSS 9298. Owners Pacific Steam Nav. Co: Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 6677. Managers Port belonging to LIVERPOOL.
 NET 5811.

Surveyed Afloat or in Dry Dock? Drydock. Name of Dock Canada. Destined Voyage

Capacity tons. FPT tons; APT tons; MT feet tons.
 feet; uE&B feet; f feet

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, of the inner bottom plating, especially in the boiler space.

Report, No. 96763 Port Liv

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; and being detailed in the body of the report, should be summarised in the form shown below. Whenever the extent of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on of this form. State also the dates and initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose and to whom and why they were declined

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

OR EXAMINATION AS PER RULE, FOR COMPLETION OF 2nd N^o 3: SPECIAL SURVEY.

(See: LIV: Reports Nos 95963 and 96763.)

Vessel placed in drydock, Bottom and Rudder cleaned examined and coated.
 All Holders and Tween Decks, Decks, Engine and Boiler spaces and under
 and Engine spaces, Chain locker, Fore and after peak tanks internally and for
 the peak spaces: Examined Nos 1. 2. 3. 4. 7. and 8 Double Bottom tanks and Domestic
 water tanks internally. Plating under sidelights, Hatches, covers, supports, Cleats
 and Battens, Air and sounding pipes, masts, Rigging, Wedging removed.
 Steering gear and Quadrant, Vents, Pumps, Watertight doors, Equipment,
 freeboard: Examined Boats, ceiling lifted as required: For peak, Nos 1. 2. 3. 4.
 and 8 Double Bottom Tanks, aft peak tank and Domestic Tanks tested under pressure. P.T.O

| DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| and Faired or Repaired | / | / | / | / | / | / | / | / |
| Repaired in place | / | / | / | / | / | / | / | / |

| CONDITION OF THE | State if Tanks have been examined inside | Dblg. Plates under Sounding Pipes | Copper, or Y.M. of Wood Vessels |
|------------------|--|-----------------------------------|---|
| Good. | Yes. | Good. | (State if on Fett). |
| " | Yes. | Good. | When put on, Month Year |
| " | Good. | " | Boats Good. |
| " | Cement or Asphalt (State which.) | " | Masts, Yards, &c. Good. |
| " | Good. | " | Condition, how ascertained By examination |
| " | Rudder | " | (State if wedges removed) Yes. |
| " | Steering gear and its connections | " | Sails |
| " | Windlass | " | Equipment letter "ft" |
| " | Have Pumps now been examined and found efficient? | " | Anchors, No. of 5 |
| Good. | Have Sluice Valves now been examined and found efficient? | " | Cables (State if now ranged) Yes |
| " | Have Watertight Doors now been examined and found efficient? | " | " length 330 size 2 1/16 - 2 3/32 |
| " | Have Ventilators and their Coamings been examined and found efficient? | " | " Rule length 300 size 2 7/16 |
| " | | " | Hawser & Warps Good. |
| " | | " | Standing and Running Rigging |

Observations, Opinion as to Class, Recommendation, &c.:—

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 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 "or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

Vessel as far as now seen is in good condition and eligible in our opinion to remain as classed with fresh record of Survey 9, 30. and Notation Special Survey LIV N^o 3 - 9, 30. Subject to the Tank Top plating in way of 8. Double Bottom Tank between tunnels, being further examined at the first convenient opportunity.

Fees applied for, 1.9 SEP 1930
 Received by me, J.V. Callaghan
 Surveyor to Lloyd's Register of Shipping.

19 SEP. 1930 TUE. 8 NOV 1931

Character Assigned

100A1 - 9:30. Subject
 S.S. Liv N^o 3 - 9:30.
 Fitted for oil fuel
 + R.M.C. 6:29.
 B.S. 9:30.

Page: 2:

T.S.S. "ORITA"

Cables ranged and examined. Examined internally and tested under pressure Port, Centre and Starboard forward deep oil fuel tanks. Examined internally and tested under pressure Port, Centre and Starboard after deep oil fuel tanks.

In accordance with the Rule Requirements the shell was drilled and gauged, for particulars see below:

| TRAVERSE | FORWARD | | | | | MIDSHIPS. | | | | | AFT. | | | | |
|------------|---------|-----------------|-----------------|--------|--------|-----------|-----------------|-----------------|----------------|----------------|------|-----------------|------|----------------|--------|
| | ORIG | PORT | STAR | P.DIM. | S.DIM. | ORIG. | PORT | STAR | P.DIM. | S.DIM. | ORIG | PORT | STAR | P.DIM. | S.DIM. |
| E | 13 | 12 | 12 | 1 | 1 | 15 | | | | | 16 | | | | |
| F | 13 | 11 | 12 | 2 | 1 | 16 | | | | | 17 | | | | |
| G | 13 | 12 | 11 | 1 | 2 | 16 | 15 ^F | 15 ^F | 1 ^B | 1 ^B | 17 | 15 | 15 | 2 | 2 |
| H | 12 | 12 | 12 | ✓ | ✓ | 16 | 15 | 15 | 1 | 1 | 17 | 14 ^F | 16 | 3 ^B | 1 |
| J | 12 | 11 | 10 | 1 | 2 | 16 | 15 | 14 | 1 | 2 | 14 | 14 | 13 | ✓ | 1 |
| K | 12 | 12 | 11 | ✓ | 1 | 16 | 14 | 14 | 2 | 1 | 14 | 13 ^F | 13 | 1 ^B | 1 |
| L | 12 | 11 | 11 | 1 | 1 | 16 | 15 | 15 | 1 | 1 | 14 | 14 | 14 | ✓ | ✓ |
| M | 12 | 13 | 12 | ✓ | ✓ | 16 | 15 | 15 ^B | 1 | 1 ^F | 14 | 13 | 13 | 1 | 1 |
| N | 12 | 12 | 12 | ✓ | ✓ | 16 | 15 | 15 | 1 | 1 | 14 | 13 | 12 | 1 | 2 |
| O | 12 | 13 ^F | 13 | ✓ | ✓ | 18 | 16 ^F | 16 | 2 ^B | 2 | 12 | 14 ^F | 14 | ✓ | ✓ |
| P | 12 | 13 | 13 | ✓ | ✓ | 20 | 19 | 20 | 1 | ✓ | 12 | 13 | 14 | ✓ | ✓ |
| Q | 12 | 16 ^F | 14 ^F | ✓ | ✓ | 18 | 18 | 18 | ✓ | ✓ | 12 | 12 | 12 | ✓ | ✓ |
| SHEER R | 13 | 16 | 17 | ✓ | ✓ | 20 | 19 | 19 | 1 | 1 | 12 | 15 | 15 | ✓ | ✓ |

"F" DENOTES: FULL

"B" DENOTES: BARE.

WEAR & TEAR REPAIRS. NOW DONE.

FORE PEAK TANK:-

Bulkhead wing plate on port side cropped and part removed at lower stringer. Doubler fitted on Bulkhead in second strake from Bottom.

Four connecting bulkhead lugs to lower stringer removed.

Reverse bar fitted on all bulkhead stiffeners in way of upper and lower stringers.

Tank fitted and tested under pressure on completion of above repairs and all defective caulking made good.

CHAIN LOCKER. BULKHEAD. IN. NO. 1. HOLD:-

Doubling plates fitted on Port and Starboard sides, in way of access manholes to forward end of NO. 1. Double Bottom.

NO. 1. DOUBLE BOTTOM TANK:-

Tank cleaned and coated, and three defective manhole doors removed.

NO. 2. DOUBLE BOTTOM TANK:-

A number of defective rivets in Tank Top Starboard side, cut out and removed, and all defective caulking made good.

Watertight door Starboard side NO. 2 Hold after Bulkhead, removed and suitable plate with stiffener fitted in way.

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Lloyd's Register
Foundation

W581-00533

No. 4. DOUBLE BOTTOM TANK.

Several rivets on Tank Top caulked and caulking in way made good.
Tank cleaned and coated.

DOMESTIC TANKS:- A number of rivets caulked and seams caulked in way.

No. 7. DOUBLE BOTTOM TANK. Stauchion foot caulked and made tight.

DEEP OIL FUEL TANKS:-

A number of rivets took up on Port Tank forward in way of
No. 3 Hold.

A number of rivets took up on Port tank after bulkhead.

A number of defective studs on manholes removed.

SHELL PLATING.

Doubling plate fitted on "L" strake starboard side in way of
auxiliary circulating pump discharge valve.

WOOD HATCH COVERS. 28 removed.

WINDLASS:- Overhauled and placed in good working order.

STEERING GEAR Overhauled and placed in good working order; New
shrouding plate fitted under centre segment.

LIFE BOATS. Opened up, tanks cleaned, examined coated and replaced.

No. 8. DOUBLE BOTTOM TANK.

The tank top plating between the timbers is covered with 2" of
cement for about 18' to 20 feet, this cement has not been
removed, the tank was tight on being tested and the Owners
request that the further examination of this portion be deferred.
in the meantime and this in our opinion merits the
favourable consideration of the Committee.