

Flensburger Schiffsbau-Ges., Flensburg.

Yard No. 421.

Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP NAME s.s. "ORION"

(ex "Arnhem" etc.)

REPORT

Ams.

No. 16578

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

A temporary class 100A1 (Classification Contemplated) has been assigned.

The validity of the notation "Examined 9.46" has expired.

These records were made subject to indented side shell plating etc. in first, second and third strakes below sheerstrake (p.s.) being dealt with on her return from present voyage and to indented shell plating etc. (p.s.) being dealt with at the first convenient opportunity.

The greater part of a Special Survey for Classification has been held (commenced 9.46). Plans approved at the ROTTERDAM Office have been examined at this Office and the scantlings and arrangements found suitable for the class 100A1. For further particulars regarding this case see previous endorsements.

The AMSTERDAM Surveyors, in a First Entry Report and Rpt 8, report (4.48) the vessel placed in dry dock, the scantlings and arrangements verified and the Special Survey for Classification completed, except as stated below.

Due to wear and tear repairs to fractured margin plating (E.W.), tank side bracket connections, rudder etc. effected.

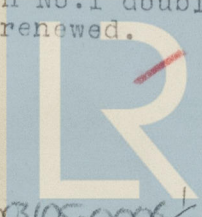
The side shell plating especially the strake at the upper turn of bilge and strake above show corrosive pitting on the outer surfaces. These defects have been partly dealt with by electric welding, but the Surveyors recommend that this plating be kept under observation at subsequent dry dockings.

The indented shell plating, as above, has been repaired with the exception of several plates in H & J strakes (p.s.) and F, G & H strakes (s.s.) and it is intended to deal with same on the vessel's return from her present voyage.

The equipment of anchors and chain cables on board complies with the Rules except that the chain cables are deficient in length by 15 fathoms which is permissible under the present emergency regulations.

TO COMPLETE S.S:

- Lower side bunkers (p & s) to be examined.
- Corroded lower forecastle deck plate (p.s.f.) to be dealt with.
- Slack rivets connecting floors to margin lugs in No.1 double bottom tank (p & s) to be renewed.



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"ORION"

It is submitted the temporary class 100A1 (Classification Contemplated) be maintained with record of docking survey 4.48, subject to pitted shell plating in bilge rake and strake above (p & s) being specially examined at the next dry docking, to indented shell plating (p & s) being salt with at the first opportunity and to (15 fathoms of chain cable being supplied), but without other condition.

It is also submitted that further action be deferred pending the completion of the Special Survey.

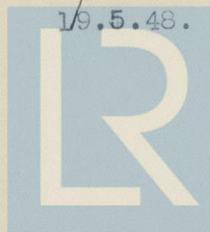
.48 Ams. subject, without.

It is further submitted the Surveyors be informed it is concluded 230 x 9 x 11 mm bulb angle frames have been fitted from $\frac{1}{2}$ length forward to 15% length from stem as indicated on the approved midship section, but they should state if this is so. ✓

They should be requested to verify the weight of the stock of the stream anchor and the Statutory test for this anchor as reported which are not in accordance with Rule requirements. ✓

CLASSIF. SURVEY PART HELD.

J.C.D.
19.5.48.



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