

STEEL STEAMER OR MOTORSHIP.

Received at London Office. **3 MAY 1948**State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 26th of April 1948 Port of Amsterdam No. Survey held at Amsterdam Date First Survey 25-3-48 Last Survey 3-4-1948On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW STEAMER "ORION" (EX "ARNHEM" EX "EMPIRE GARSTON")State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING VESSEL State Type of Erections FORECASTLE BRIDGE COMBINED; POOP.TONNAGE under Tonnage Deck ... 1598Do. of space or spaces between Tonnage Dk. and Upper Dk. 148Total 1746Gross Tonnage 1932Net Tonnage 1055CLASS 100A1
CONTEMPLATEDState if with freeboard as condition of Class YesLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 90.22'Breadth (greatest moulded) B 12.95'Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 5.79'1st Longitudinal Number (L x D) = 522.37'2nd Numeral L x (B + D) = 1691.1'Framing Depth "d," at middle of length. See Sec. 3 (1d) 4.93'Proportions—Depth to Length—Uppermost continuous deck to top of keel 15.6'Do. Long Bridge to top of keel 10.85'Draught Moulded 5.57'Built at FLENSBURG, GERMANYLaunched 1930 Yard No. 421Builders FLENSBURGER SCHIFFBAU-GESELLSCHAFTOwners N.V. KONINKLIJKE NEDERLANDSCHE STOOMBOOT MAATSCHAPPIJManagers (Where necessary to be entered in Reg. Book)Residence AMSTERDAMPort of Registry AMSTERDAM

If surveyed while building, afloat, or in dry dock

AFLOAT & IN DRY DOCK.REGISTERED DIMENSIONS.
FEET90.70 M = 297.8'13.02 M = 42.7'4.94 M = 16.4'

FRAMES, DOUBLE BOTTOM AND BEAMS.

	AS SHIP.	Any Departure from Approved Plans to be Noted.	AS SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<u>670</u>		Bracket Floors, Frame	<u>150 x 75 x 7 1/2</u>
" " from 1/2 length amidships to Collision bulkhead	<u>670</u>		" " Reversed Frame	<u>150 x 75 x 7 1/2</u>
" " in peaks	<u>A.P. 600, F.P. 670 WITH INTERM. FRAMES.</u>		" " Vertical Struts <u>BETW. SIDE KEELSONS</u>	<u>120 x 65 x 7 1/2</u>
E FRAMING.			Centre Girder, depth and thickness amidships	<u>250 x 90 x 12</u>
Frame Amidships, Angle, <u>E</u> or <u>F</u>	<u>200 x 75 x 9</u>		" " top Angles <u>DOUBLE</u>	<u>75 x 75 x 9 1/2 (B.R. 11 1/2)</u>
" " Extends up to	<u>ER & B.R. [] 250 x 90 x 11</u>		" " bottom Angles <u>DOUBLE</u>	<u>90 x 90 x 11 1/2</u>
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>ONE 8</u>
" " Extends up to	<u>✓</u>		Margin Plate depth (excl. of flange) and thickness	<u>600 x 70</u>
Depth of Framing Girder	<u>✓</u>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<u>75 x 75 x 9 1/2</u>
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E</u> or <u>F</u>	<u>130 x 75 x 9</u>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<u>120 x 120 x 11</u>
" " Second 'tween Decks, Angle, <u>E</u> or <u>F</u>	<u>✓</u>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<u>2010 400 x 550 x 8 1/2</u>
" " Third	<u>150 x 75 x 9</u>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<u>1340 500 x 620 x 10</u>
" " from 1/2 len. for'd. to 15% len. from Stem	<u>200 x 75 x 9</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>1530</u>
" " in Peaks, Angle, <u>E</u> or <u>F</u>	<u>250 x 90 x 11</u>		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>150 x 75 x 8 1/2</u>		Breadth and thickness of Middle Line Strake	<u>1100 x 9 1/2 (B.R. 12)</u>
State if Frame Joggled	<u>NOT JOGGLED</u>		Thickness of remainder in Holds	<u>9</u>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved?	<u>YES</u>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<u>YES</u>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved?	<u>YES</u>		BEAMS.	
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E</u> or <u>F</u>	<u>✓</u>
Floors, Depth and thickness at mid-line in Holds	<u>8 1/2 2680</u>		" " in way of Bridge, Angle, <u>E</u> or <u>F</u>	<u>200 x 90 x 12 1/2</u>
Height of Brackets at side above base line at toe of frame	<u>✓</u>		" " Spacing	<u>670</u>
Middle Line Keelson, on Floors, Angles, <u>E</u> or <u>F</u>	<u>✓</u>		Second Deck, amidships, Angle, <u>E</u> or <u>F</u>	<u>✓</u>
" " Through Plate or Intercostal Plate	<u>✓</u>		" " Spacing	<u>✓</u>
" " Foundation Plate on Floors	<u>✓</u>		Third Deck, amidships, Angle, <u>E</u> or <u>F</u>	<u>✓</u>
" " Flat Plate Keel Angles	<u>✓</u>		" " Spacing	<u>✓</u>
Side Keelsons, No. each side	<u>✓</u>		Fourth Deck, amidships, Angle, <u>E</u> or <u>F</u>	<u>✓</u>
" " thickness of Intercostal Plate	<u>✓</u>		" " Spacing	<u>✓</u>
" " Angles	<u>✓</u>		Poop Deck, Angle, <u>E</u> or <u>F</u>	<u>115 x 65 x 7</u>
DOUBLE BOTTOM.			" " Spacing	<u>670 600</u>
Solid Floors, thickness and spacing	<u>8 1/2 2680</u>		Bridge Deck, Angle, <u>E</u> or <u>F</u>	<u>180 x 75 x 8 1/2</u>
" " Are Frame and Reversed Frame joggled?	<u>REVERSED FRAME JOGGLED IN B.R. 10 1/2</u>		" " Spacing	<u>670</u>
Bracket Floors, breadth and thickness at middle line	<u>670 x 8 1/2, FL. 65</u>		Forecastle Deck, Angle, <u>E</u> or <u>F</u>	<u>180 x 75 x 8 1/2</u>
" " breadth and thickness at margin plate	<u>670 x 8 1/2, FL. 65</u>		" " Spacing	<u>670</u>

PILLARS AND DECKS.
PILLARS, No. of Rows
in 'tween Decks, Size and Spacing
in Holds
Centre Line Bulkhead
Stringers and Decks
Uppermost Continuous Deck
Stringer Plate, breadth and thickness in Wells
Angle in Wells
Thickness of Plating abreast Deck openings
Thickness of Plating within line of openings
If Sheathed, material and thickness
Second Deck
Stringer Plate, breadth and thickness in Wells

SHELL PLATING.
SCANTLINGS.
AS IN VESSEL.
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
STRAKES.
Flat Plate Keel
Bottom Plating, No. of 3 Strakes
Bilge Plating, No. of 2 Strakes
Side Plating, No. of 2 Strakes
Upper Deck, Sheer-strake in Wells
Upper Deck, Sheer-strake in Bridge
Strake below Sheer-strake in Wells
Strake below Sheer-strake in Bridge
Poop Side Plating
Bridge Side Plating
Forecastle Side Plating

WATERTIGHT BULKHEADS.
Total No. of W.T. BULKHEADS in Vessel
Extending to Upper Deck
Deck next below
As per Rule
STIFFENERS.
VERTICAL.
HORIZONTAL.
MIDSHIP BULKHEAD, Upper 'tween decks
Second
Third
Holds
COLLISION (in Hold)
AFTER PEAK
STEEL.
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel
Has the Steel been tested as required by the Rules?

EQUIPMENT No. 1929
LETTER L
ANCHORS.
1st Bower
2nd
3rd
Collective weight
Stream
CHAIN CABLES.
Length and size supplied
Weight of Chain Cable
Description
Makers of Cables
Where and when tested, and Superintendent
Material
Length and size supplied
Breaking Test of Steel Wire
Length and size per Table 53
HAWERS AND WARPS.
Length and size supplied
Breaking Test of Steel Wire
Length and size per Table 53
General Declaration. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo
This vessel was previously classed with Germanischer Lloyd: + 100 A (E).
She has been purchased by the present Owners who submitted her for classification with this Society. In connection herewith a classification survey was held on board the vessel (please see Amsterdam reports 58, N° 16338 & N° 16457, dated respect. 20/12/44 and further the attached Amr. Rpt 8, dated 26/4/48)
Plans showing the midship section and the general arrangement have been submitted for consideration and dealt with in the Rotterdam Office 13/12/46, copies have been retained for record.
The vessel's scantlings have been checked as far as practicable and found in general accordance with the submitted & approved midship section plan and as given in this report. (Shell plating drilled). The general condition of the vessel as found satisfactory.

FORGINGS AND CASTINGS.
Casting or Forging
Scantlings
Maker's Name
Any from Plans
KEEL, Bar
STEM
STERN FRAME
Propeller Post
Rudder
Speed of Vessel
RUDDER Type
Type
Mainpiece at top pintle
heel
how constructed
double or single plate coupling, vertical or horizontal
AMSTERDAM SURVEYORS
Date of issue
Signature
Surveyor to Lloyd's Register of Shipping.
FRI, 25 MAY 1948
Committee's Minute
Character assigned
See Minute on Rpt 8

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The special classification survey referred to on the back side of this report under the heading "General Declaration" has not been completed this time. The S.P. & P. Side Lower section (coal) bunkers were not yet accessible and consequently not been examined, this item remains to be done to complete this spec. survey. The vessel's class is further subject to the Shell plating (P.S.), specially the upper turn of bilge and the strake above, being kept under observation next dry dockings as considerable local pitting to the external surface of same was observed, for subject to the carrying out of the deferred repairs as specified in the attached Pms. Rpt C8, Equipment to complete.

Equipment

The anchors (30 x 15) and 12 x 15 fath. of chain cable have been submitted to their appropriate statutory tests, with good results, subsequently weighed, the thus obtained figures are given in this report. The required augmentation of the equipment for assignment of the figure "1" has been supplied on board, chain cables of proper weight & test, particulars as given in the table (Please see also Pms. Rpt. N° 16338, 30-6-1947). 15 Fath. of chain cable have been rejected when submitted for the statutory test and are to be replaced by 15 Fath. of new chain cable at the first opportunity.

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

DIRECTION FINDER HUGHES ECHO-SOUNDING DEVICE.
pt Asp

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower
2nd "
3rd "

NOT AVAILABLE.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 21.7 ft., R.Q.D. — ft., Bridge COMBINED Forecastle 26 ft.,

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. FILE & BRIDGE COMBINED.

Official No. ✓ Signal Letters P.G. P.B. Extreme Breadth over Belting 42.6' Over-all Length 296.0' (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE STEEL DECK.

Parts of Bottom of Vessel coated with cement or approved composition F.P. & A.P. TANKS, BILGES.

Particulars of composition (if fitted) and of approval BITUME-MASTIC ON BOTTOM PLATE IN B.R. DRY TANK.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.		Feet.	
Double bottom, aft, 90.10	95	192	Fore peak tank,	18.0	
Double bottom, under Engines and Boilers, 41.75	37.5	85	After peak tank,	15.8	
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, 120.87	121	249	Other tanks, if fitted,		
Total length (if continuous) and Capacity 252.72	253.5	526	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building under spec. survey

BETWEEN 25/3/48 & 3/4/48



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Total No. of Visits