

RECEIVED

24 OCT 1949

STEEL STEAMER OR MOTORSHIP.

Received at London Office

B.C.

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *30 - 9 - 1949* Port of *Groningen* No. *377 a*Survey held at *Heerlingen* Date First Survey *28 - 1 - 1948* Last Survey *16 - 9 - 1949*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Twin screw motor vessel "Orca"* ; mach: aftState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *full scantling* ex. "USLCF12" State Type of Erections *raised foredeck bridgehouse on raised middle deck*TONnage under Tonnage Deck ... *315.62* CLASS *BS (coast. service)* State if with freeboard as condition of ClassDo. of space or spaces between Tonnage Dk. and Upper Dk. *—* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *56.90* mTotal *499.94* Breadth (greatest moulded) *9.15* mGross Tonnage *362.54* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *2.85* mNet Tonnage *362.54* 1st Longitudinal Number (L x D) *—*REGISTERED DIMENSIONS. FEET Framing Depth "d" at middle of length. See Sec. 3 (1d) *—*Length *188.32* (57.40") Proportions—Depth to Length—Uppermost continuous deck to top of keel *19.96*Breadth *30.18* (9.20") Do. Long Bridge to top of keel *—*Draft *6.82* (2.08") Draught Moulded *2.217* m while converted, on slipw. and aft.Built at *Glasgow*Launched *during war 1940/45* Yard No. *unknown*Builders *Missrs. Brown*Owners *N.V. "Orca"*Managers *"Carebeka"*

(Where necessary to be entered in Reg. Book)

Residence *Groningen*Port of Registry *Rotterdam*

If surveyed while building, afloat, or in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	<i>24"</i> ✓		Bracket Floors, Frame	<i>5" 3" 3/8"</i> ✓	
" " from 1/2 length amidships to Collision bulkhead.....	<i>24" and 20" after c.b. over 4 ft. spaces</i>		" " Reversed Frame.....	<i>2 1/2" 2 1/2" 5/16"</i> ✓	
" " in peaks	<i>24"</i> ✓		" " Vertical Struts.....	<i>2 long. reinf. on 6" x 1/2"</i> ✓	
IDE FRAMING.			Centre Girder, depth and thickness amidships.....	<i>30" x 3/8"</i> ✓	
Frame Amidships, Angle, <i>—</i>	<i>5" 3" 3/8"</i> ✓		" " top Angles	<i>2 1/2" 2 1/2" 5/16"</i> ✓	
" " Extends up to.....	<i>double deck</i> ✓		" " bottom Angles.....	<i>2 1/2" 2 1/2" 5/16"</i> ✓	
Reversed Frame Amidships, Angle	<i>7 part. bulkheads 1/4"</i> ✓		Side Girders, No. each side and thickness.....	<i>1 x 3/8" 1 x 1/4"</i> ✓	
" " Extends up to.....	<i>each side up to double deck</i>		Margin Plate depth (excl. of flange) and thickness	<i>long. bulkh. 1/4"</i>	
Depth of Framing Girder.....	<i>—</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>2 1/2" 2 1/2" 5/16"</i> ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>—</i>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<i>6' 12" 3/8" 12" x 1/4"</i>	
" " Second 'tween Decks, Angle, [or]	<i>—</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	<i>—</i>	
" " Third	<i>—</i>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<i>—</i>	
" " from 1/2 len. for'd. to 15% len. from Stem	<i>5" 3" 3/8"</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness.....	<i>12" 1/4" on all. frames in sidetanks.</i> ✓	
" " in Peaks, Angle or <i>intermediate</i>	<i>4" 3" 7/16"</i> ✓		INNER BOTTOM PLATING.		
" " Pitch and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8" 7D</i> ✓		Breadth and thickness of Middle Line Strake.....	<i>3/8"</i> ✓	
State if Frame Joggled.....	<i>no</i>		Thickness of remainder in Holds	<i>—</i>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as approved</i>		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?	<i>—</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as approved</i>		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>15" x 1/4"</i> ✓	
" " Depth and thickness at mid-line in Holds.....	<i>30" x 1/4" in centre well</i> ✓		" " in way of Bridge, Angle, [or]	<i>15" x 1/4"</i> ✓	
" " Height of Brackets at side above base line at toe of frame.....	<i>—</i>		" " Spacing	<i>24"</i> ✓	
" " Middle Line Keelson, on Floors, Angles, [or]	<i>—</i>		Second Deck, amidships, Angle, [or]	<i>—</i>	
" " Through Plate or Inter-costal Plate	<i>—</i>		" " Spacing	<i>—</i>	
" " Foundation Plate on Floors	<i>—</i>		Third Deck, amidships, Angle, [or]	<i>—</i>	
" " Flat Plate Keel Angles	<i>—</i>		" " Spacing.....	<i>—</i>	
Keelsons, No. each side.....	<i>—</i>		Fourth Deck, amidships, Angle, [or]	<i>—</i>	
" " thickness of Inter-costal Plate.....	<i>—</i>		" " Spacing.....	<i>—</i>	
" " Angles	<i>—</i>		Poop Deck, Angle, [or]	<i>—</i>	
" " Spacing.....	<i>—</i>		" " Spacing.....	<i>—</i>	
Solid Floors, thickness and spacing	<i>1/4" 48"</i> ✓		Bridge Deck, Angle, [or]	<i>6" 3" 3/8" 24"</i> ✓	
" " Are Frame and Reversed Frame joggled?	<i>no</i>		" " Spacing.....	<i>24"</i> ✓	
Bracket Floors, breadth and thickness at middle line	<i>no brackets</i> ✓		Forecastle Deck, Angle, [or]	<i>4" 3" 3/8" 6" x 3" x 5/16"</i> ✓	
" " breadth and thickness at margin plate.....	<i>no brackets</i> ✓		" " Spacing.....	<i>24"</i> ✓	

PILLARS AND DECKS.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows	1						
" in 'tween Decks, Size and Spacing							
" " " " " "							
" " " " " "							
" " " " " "							
Centre Line Bulkhead.							
Stiffeners and Spacing between pillars.	7 x 4 1/2" tube	2 x 7/8" x 3 x 1/8"					
Plating, thickness of	upper part height 1.25m						
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	1655 x 7	1700 x 9 1/2"					
" " " " " "	double deck						
" " " " " "	1635 x 95	1680 x 95					
" " " " " "	3" 3" 5/16"						
Angle in Wells							
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings	3/8"						
If Sheathed, material and thickness							
Second Deck.							
Stringer Plate, breadth and thickness in Wells							

SHELL PLATING.				RIVETING.			
SCANTLINGS.				EDGES.			
AS IN VESSEL.				BUTTS.			
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				State if jagged?			
STRAKES.				SINGLE OR DOUBLE.			
Breadth. Thickness.				Diam. Spacing or to cr.			
Inches. Inches. Inches. Inches.				Inches. Inches. Inches. Inches.			
Flat Plate Keel				single 5/8 76 zigzag 5/8 90			
Dblg. (if any)				single 5/8 76 zigzag 5/8 90			
Bottom Plating, No. of Strakes 2 x 2				zigzag 5/8 76			
Bilge Plating, No. of Strakes				single 5/8 76 zigzag 5/8 90			
Side Plating, No. of Strakes 2 x 2				single 5/8 76 e.w.			
Upper Deck, Sheer-strake in Wells				e.w. to doubling plate under			
Upper Deck, Sheer-strake in Bridge				e.w. to doubling plate above			
Strake below Sheer-strake in Wells				e.w.			
Strake below Sheer-strake in Bridge				single 5/8 72 two 5/8 65			
Poop Side Plating							
Bridge Side Plating							
Forecastle Side Plating							

WATERTIGHT BULKHEADS.				FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—				KEEL, Bar			
Extending to Upper Deck (Sec. 3 c)				STEM			
Deck next below				STERN FRAME			
As per Rule approved plan				Speed of Vessel			
5 (omission of int. bulk in hold known as per Sec. 10, cl. 30.12.48)				RUDDER—Type			
STIFFENERS.				" A x D			
VERTICAL. HORIZONTAL.				" Diam. of head			
Scantlings. Spacing. Scantlings. Spacing.				" Mainpiece at top			
MIDSHIP BULKH'D, Upper 'tween decks				" heel			
" " Second				" how constructed			
" " Third				" double or single plate			
" " Holds				" coupling, vertical or horizontal			
COLLISION (in Hold)							
AFTER PEAK or ft. 10							
STEEL.							
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)							
conversion; broke up material re-used, new plates (open hearth process) manufactured by Kor. Ned. Hoogovens, Ymuiden.							
Has the Steel been tested as required by the Rules? new material tested at ship yard.							

EQUIPMENT No.				LETTER C 17				ANCHORS.			
Number of Certificate.				WRIGHT, PER STOCK.				TEST, PER CERTIFICATE.			
1st Bower				650 lbs.				16 cwt.			
2nd				640 lbs.				14.3 cwt.			
3rd				630 lbs.				14.3 cwt.			
Collective weight				1920 lbs.				29 1/2 cwt.			
Stream				183 lbs. (incl. stock)				3 1/2 (e.s.) common stock.			
CHAIN CABLES.				HAWERS AND WARPS.							
Number of Certificate.				Length and size supplied.				Description.			
198				225 1/8" 2275 3/4" 4010 kg				stud anchor AKS 9.2.48			
248				60 1/8" 2275 3/4" 2060				AKS 19.5.48			
Iron Stream Chain or Steel Wire				60 3"				60 2 1/2" steel wire			
Steering Gear, Type (Power or hand)				hand gear				Alternative Means of Steering			
Steering Chains (Size and Test)				1 7/8" test per cert. N° 268.27.8.48				steel wire with blocks to capstan			
Ceiling in Holds, thickness and material				2" fir or battens				2" in way of oil bunkers on battens			
Cargo Hatchways—(Upper Deck)				two				Thickness of Hatches 60 mm			
Size of Hatchways No. 1 (Fwd.)				10.36" x 58.4"				No. 2 10.36" x 58.4"			
Number of Shifting Beams and/or Fore and Afters				6 hatch beams each hatchway							
Conversion Builder's Signature											

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. no

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. no The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

F.P. above 150° F.

Position of fuel oil: In transverse bunker. Side tanks N° 3 for storage of fuel oil; double bottom tanks N° 4 ditto; the oil from these 4 tanks can be pumped by hand to transverse bunker (No 4 being connected to the ballast piping, safety arrangements (made)).

This ship has been converted in conformity with Secretary's letters and brought as far as practicable in conformity with the Rules of the British Corporation Register of Shipping. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.

All tanks, decks and bulkheads have been tested as required and found tight. Windlass, main and auxiliary steering gear have been tried and found to be in good working condition.

Fees applied for.		Received by me.	
the amount of Entry Fee	£ please see	19	
Special Survey Fee	£ Special Survey Report	19	
Travelling Expenses, if any	£		
I am of opinion the Vessel should be Classed <u>B5 (coasting)</u>		Signature <u>W. J. de Vries</u>	
ate whether the Vessel has been built under Special Survey <u>no</u>		Date of issue <u>27 JAN 1960</u>	
ertificate to be sent to <u>Gro via Rot</u>		Committee's Minute <u>See minute on Chw 12881</u>	
character assigned <u>See minute on Chw 12881</u>			

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.)

no sistership

Plans approved: General Arrangement 11-12-1947
Reconstruction plan 11-12-1947
Sections and Shell 11-12-1947
Rudder and Sternframe 9-3-1948
Side rudders 23-9-1948
Steering gear arrange-
ment to side rudders 19-11-1948

Approved stream anchor of required weight being not available, the Owners think the present anchor sufficient (in connection with the higher weights of the other equipment) and have the intention to give same for testing at first opportunity. The anchor shows the following marks:
KNC 7971 5265 RPR J & V 183 kg 25.7.46.

PARTICULARS OF ELECTRIC WELDING (if employed)

upper part of double deck to shell, coaming plate, etc.
superstructure amidship

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

Cruiser stern
Wireless Telephony

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

1st Bower —
2nd „ —
3rd „ —

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge 26.0 ft., Forecastle 40.2

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

Official No. — Signal Letters PGOR Extreme Breadth over Belting 30.2' Over-all Length 205'
(Circ. 1611) (Circ. 1703)
No. and Material of Decks one double deck (steel)

Parts of Bottom of Vessel coated with cement or approved composition

Bottom oiled.

Particulars of composition (if fitted) and of approval —

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. Feet.	Water Capacity. m ³	Where Fitted.	Length. Feet.	Water Capacity. m ³
Double bottom, <u>low</u>	108.0	2 x 84 ³	Fore peak tank,	11.5	34
Double bottom, under Engines and Boilers,	—	—	After peak tank,	—	—
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward, <u>high</u>	28.7	83	Other tanks, if fitted, <u>side tanks (tot. 24)</u>	108.0	2 x 8
Total length (if continuous) and Capacity	136.7	251	(If necessary furnish further information by sketch.)		

Order for Special Survey No. —

Date —

Dates of Surveys
held while building

1948: 28-1; 5, 11, 16, 18-2; 8, 17, 30-3; 15-4
5, 31-5; 9-6; 7, 16, 21, 27-7; 3, 13, 30-8; 8, 16, 20, 21, 29
7, 19, 28, 30-10; 10, 13, 16, 24, 29-11; 8-12
1949: 5, 17, 18-1; 3, 24-2; 13-4; 20-5; 1, 7, 16

Total No. of Visits

Lloyd's Register
Foundation