

Rpt. 1
WRECK
SECTION
No.

STEEL STEAMER or MOTORSHIP.

WRECK
SECTION
No.

Received at London 13 JAN 1925

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 *12th Jan 1925* Port of *Glasgow* No. *44285*
Survey held at *Glasgow* Date First Survey *17th Nov 1922* Last Survey *24th December 1924*

On the (State of Machinery, etc.) *Quad. Steel Motor Vessel "AORANGI"*

State Type (State of Machinery, etc.) *Complete Superstructure no tonnage opening* State Type of Erections *Shelter Deck*

TONNAGE under Tonnage Deck... *10277.69* CLASS *100A.1.* State of, with freeboard as condition of Class *Yes* Built at *Govan*

Launched *17th June 1924* Yard No. *603*

Builders *Thos. Fairclough & Co. Ltd.*

Owners *Union S.S. Co. of New Zealand*

Managers (Where necessary to be entered in Reg. Book.)

Residence *London*

Port of Registry *London*

If surveyed while building, afloat, or in dry dock.

Building, afloat in dry dock.

REGISTERED DIMENSIONS.
Feet.
Length *580.10*
Breadth *72.25*
Depth *33.40 to 43.40*

REGISTERED DIMENSIONS.
Feet.
Length from fore part of stem to after part of stern *580.0*
Breadth (greatest moulded) *72.0*
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *46.5*
1st Longitudinal Number (L x D) *21750*
2nd Numeral L x (B + D) *63510*
Framing Depth "d," at middle of length. See Sec. 3 (1d) *24.67*
Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.48*
Do. Long Bridge to top of keel *27.5*
Draught Moulded *27.5*

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>30"</i>		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>27"</i>		" " Reversed Frame		
" " in peaks	<i>24"</i>		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>49.66</i>	
Frame Amidships, Angle [<i>0.25.31.75</i>]			" " top Angles <i>3 3 1/2 .62</i>		
" " Extends up to <i>Main (2nd)</i>			" " bottom Angles <i>5 5 .70</i>		
Reversed Frame Amidships, Angle <i>7 3 1/2 .54</i>			Side Girders, No. each side and thickness	<i>36.48</i>	
" " Extends up to <i>Main</i>			Margin Plate depth (excl. of flange) and thickness	<i>40.62</i>	
Depth of Framing Girder <i>13"</i>			" " Vertical Angle to Tank side Bracket <i>6 6 .52</i>		
Frames in Uppermost Continuous 'tween Decks, Angle [<i>7 3 1/2 .38</i>]			" " Vertical Angle to Tank side Bracket <i>4 4 .52</i>		
" " Second 'tween Decks, Angle [<i>7 3 1/2 .38</i>]			" " Gussets, spacing and scantling <i>21.48 continuous</i>		
" " Third " " " " <i>10.25.31.75</i>			" " Gussets, spacing and scantling <i>24.48</i>		
Framing in Peaks, Angle [<i>7 3 1/2 .42</i>]			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>84.48</i>	
Diameter and Spacing of Rivets through Shell Plating <i>3/8" dia 6" pitch</i>			INNER BOTTOM PLATING.		
State if Frame Joggled <i>Yes</i>			Breadth and thickness of Middle Line Strake <i>60.60</i>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <i>Wabham and Sons added stringers 20 per ft</i>			Thickness of remainder in Holds <i>.52</i>		
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>As per app plan</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>Yes</i>		
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships <i>7.3.3.39/75</i>		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [<i>Yes</i>]		
Middle Line Keelson, on Floors, Angles, [<i>Yes</i>]			" " Spacing <i>30"</i>		
" " Through Plate or Intercoastal Plate			<i>upper second</i> Deck, amidships, Angle [<i>Yes</i>]		
" " Foundation Plate on Floors			" " Spacing <i>30"</i>		
" " Flat Plate Keel Angles			<i>Main (2nd)</i> Deck, amidships, Angle [<i>Yes</i>]		
Side Keelsons, No. each side			" " Spacing <i>30"</i>		
" " thickness of Intercoastal Plate			<i>Lower (3rd)</i> Deck, amidships, Angle [<i>Yes</i>]		
" " Angles			" " Spacing <i>30"</i>		
DOUBLE BOTTOM.			Poop Deck, Angle, [<i>Yes</i>]		
Solid Floors, thickness and spacing <i>48@30"</i>			" " Spacing		
" " Are Frame and Reversed Frame joggled? <i>Yes</i>			Bridge Deck, Angle, [<i>Yes</i>]		
Bracket Floors, breadth and thickness at middle line			" " Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [<i>Yes</i>]		
			" " Spacing <i>27-30"</i>		



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Foundation

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows..... <i>3 rows below main D² (24), 4 rows above</i>			Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing..... <i>3 1/2 x 4, 10'-0" - 12'-6"</i>			Thickness of Plating abreast Deck openings <i>in way of Well</i>46	
" " <i>(3rd & Superstructure)</i>			Thickness of Plating abreast <i>main</i> Deck openings <i>in way of Bridge</i>60	
" in <i>Holds</i> <i>(3rd & 2nd)</i> " "			If Sheathed, material and thickness	<i>Deck Composites</i>	
" <i>Holds</i> " " "			2nd (Main) Third Deck.		
Centre Line Bulkhead.			Stringer Plate, breadth and thickness.....	54 x .44	
Stiffeners and Spacing.....			If Plated, state thickness.....	.40	
Plating, thickness of			3rd (Lower) Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	54 x .40	
Uppermost Continuous Deck. (Superstructure)			If Plated, state thickness36	
Stringer Plate, breadth and thickness in Wells <i>72 x 90</i>			Poop Deck.		
" " " " <i>abreast deck</i> <i>.96</i>			Stringer Plate, breadth and thickness		
" " " " <i>in way of Bridge</i>			Plating, Sheathing, material and thickness ..		
" Angle <i>in Wells</i> <i>6 6 .80</i>			Bridge Deck.		
Thickness of Plating abreast Deck openings <i>58-56-20-74-76</i>			Stringer Plate, breadth and thickness.....		
<i>in way of Wells</i>			Plating, Sheathing, material and thickness ..		
Thickness of Plating abreast <i>main</i> Deck openings <i>.96</i>			Forecastle Deck.		
<i>in way of Bridge</i>			Stringer Plate, breadth and thickness.....	38 x .42	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness ..	.38 Sheathed <i>in R 5 x 3 plank</i>	
<i>Upper Second Deck.</i>					
Stringer Plate, breadth and thickness in Wells... <i>54 x .50</i>					

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jagged? No.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or, to cr.		Diam.	Spacing or, to cr.		
	inches.	inches.	inches.	inches.			inches.	inches.		inches.	inches.		
FLAT PLATE KEEL	59	.94	.84	.84	-	double	1"	3 3/4"	Lead.	1"	3 1/2"	single strapped	
" DELG. (if any) (Riveting Strip)	11	2"	30.74-62										
BOTTOM PLATING, No. of Strakes 14 (A & B)		.74	10.56	.56	-	double	1"	3 3/4"	Lead.	1"	4"	lapped	
BILGE PLATING, No. of Strakes 2... (E & F)		.74	.56	.56	-	"	1"	3 3/4"	"	1"	4"	"	
SIDE PLATING, No. of Strakes 2... (G & H)		.72	.52	.52	-	" *	7/8	3 3/4"	"	7/8	3 1/2	"	
Upper Deck, Sheer-strake in Wells.....	78	.82	.52	.52		"	1"	3 3/4"	"	1"	4"	"	
UPPER DECK, Sheer-strake in Bridge ...	✓	✓	✓	✓									
STRAKE BELOW Sheer-strake in Wells (M.)	66	.72	.52	.52	-	double	1"	3 3/4"	Lead.	7/8	3 1/2	lapped.	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING			.48			single	3/4	3"	Single	3/4	2 5/8	lapped	

For 1/2 L in fore & after bodies { Both edges of A strake to be riveted } For 1/2 L in fore and after bodies.

3" at upper edge of J strake

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 11 Bulkheads
Extending to Upper Deck (Sec. 3 c) Collision Bulk to Superstructure
Deck next below 10 Bulkheads
As per Rule 9 B.H.s; 8 Bulkheads, 1 to Superstructure

		Paving Thickness.	STIFFENERS.			
			VERTICAL		HORIZONTAL	
			Scantlings,	Spacing.	Scantlings	Spacings
MIDSHIP BULKHEAD, Tween decks (upper & lower) (2nd & 3rd)			. 28	5-3 = 340A @ 28"	-	-
" "	" "	(2nd & 3rd)	. 34	6-3½ = 37 ¾ L @ 36"	-	-
" "	" "	" "				
" "	" "	" "				
" "	" "	" "				
" "	" "	" "				
" "	" "	" "				
" "	" "	" "				
" "	" "	Holds 44	34 12-4-4 = 55L @ 30"	-	-
COLLISION	"	(in Hold) 60	38 12-4-4 = 62 ½ L @ 24" Spacing	-	-
AFTER PEAK	"	" " 56	34 11-3½ = 69 ½ A @ 24" Transverse Stps	-	-

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar <i>Rolling Pair</i>	<i>Roller Steel Bar</i>	<i>11" x 2"</i>	<i>Lamarkshire Steel Co.</i>	
STEM	<i>do.</i>	<i>11" x 2 1/2"</i>	<i>do</i>	
STERN FRAME {	Propeller Post	<i>Casting</i>	<i>see app. plan</i>	<i>German Kaiserliche Marine & Kaiserliche Marine, Mr. Schlick, bridge of Bismarck.</i>
	Rudder "			
RUDDER—A x D	<i>Balance Rudder</i>	<i>see app. plan.</i>	<i>German Skoda Ltd. Pilsen, Bohemia.</i>	
Speed of Vessel <i>17 knots</i>				
RUDDER mainpiece at head ...		<i>14 1/2" x 28"</i>	<i>do</i>	
" " heel ...		<i>8"</i>	<i>do</i>	
" how constructed		<i>Hollow Casting</i>	<i>do</i>	
" double or single plate coupling, vertical or horizontal		<i>do</i>	<i>do</i>	

STEEL

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) *Lanarkshire Steel Co. Ltd. Glasgow & Co.*
Donnan, Long, D. Colville & Sons, J. Spencer, Glasgow & Co.
open hearted Process
Has the Steel been tested as required by the Rules? *Yes* Lloyd's

EQUIPMENT No. 72519										LETTER 67		ANCHORS.			
Number of Certificate	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
86772	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	{Halls Stockless Cast Steel head	N. Hingley & Co. Swan Ltd	17th Jan; 28/3/24; J. Green do do do do do do
86773	2nd „ ...	112	3	12	-	✓		72	2	2	0	112			
86774	3rd „ ...	113	1	12	-	-		72	10	0	0	112			
	Collective weight.	339	2	10	-	-						336			
86845	Stream	35	2	5	9	1	9	32	16	3	14	35½	Rodgers Patent	N. Hingley & Co.	17th Jan; 17/4/24; J. Green

CHAIN CABLES.										HAWSERS AND WARPS.												
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		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.						
	Length.	Diam.	Stain- ing.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Chr.		Chr.	Length.	Chr.				
76384	165	3	1458	2441	758-3-26	1503	330	3	Std	N. Hingley & Son	Northam; 6/3/24; J. Green	TOWLINE	140	7 1/2	128	140	7 1/2					
76428	165	3	1458	2441	758-3-10												HAWSE & WARPS	2 1/2	4	33		
	330				1517-3-8													2 1/2	3 1/2	26		
Intermediate Chain-Steel Wire	150	6 1/2	100				150	6 1/2	G. S. H. R. S. T. Wall & Son				5 1/2	8		5 1/2	8					

Steering Gear, Steam *Williams-Jennings Drive Electric Hydraulic* Steering Gear, Hand *None*

Boats *140 30'0" and 10 28'0" lifeboats* Steering Chains, Size and Test *None* Windlass *Stem by Blake Chapman - 20 tons 13'4"*

Ceiling in Holds, thickness and material *9'2 1/2" tot. on 3' 1/2" girders* Cargo Battens, thickness, material and spacing *6' 1/2" 4" P. spaced 8"*

Cargo Hatchways, *4 (Upper Deck)* *Coverings 2'8" and 3'6" above wood dk.* Thickness of Hatches *2 1/2 and 3"*

Size of No. 1 Hatchway (Forward) *11'3" x 12'0"* No. 2 *17'11" x 14'0"* No. 3 *18'2" x 14'0"* No. 4 *12'6" x 14'0"* No. 5 *12'6" x 14'0"* No. 6 *12'6" x 14'0"*

Number of Shifting Beams and/or Fore and Afters *2 in No. 1, 5, 6, 7 and 8; 3 in No. 2, 3, and 4.*

THE FAIRFIELD SHIPBUILDING AND ENGINEERING CO., LIMITED.

Builder's Signature *A. J. Hendon* MANAGER

GENERAL DECLARATION *The materials and workmanship are good. The vessel has been built in accordance with the approved plans and instructions, the Secretary's letters of various dates, and in conformity with the Rules for the class contemplated. The Owners are aware that the vessel has been built in accordance with the Society's Revised Rules.*

The vessel is constructed to carry oil fuel in No. 7 S.B. Tank and in oil fuel bunkers. A deep tank is constructed in No. 2 Hold for carrying water & cargo.

The tanks, decks, bulkheads &c have been tested in accordance with the Rules and the requirements of Sec. 35 of the Rules have been complied with where applicable.

The freeboard has been verified and the freeboard marks cut in on the vessel's side.

The MacLachlan davits were tested in accordance with the Secretary's letter of the 15th Sept. 1923 with satisfactory results.

The vessel has a Caisson Stem.

Freeboard 15 : 0 : 0

The amount of Entry Fee £ 12 : 0 : 0

Special Survey Fee £ 543 : 12 : 9

Travelling Expenses, if any £ : : :

Fees applied for, *26/12/24*

Received by me, *13/3/25*

I am of opinion the Vessel should be Classed + 100 A.I. with freeboard

State whether the Vessel has been built under Special Survey *Yes.*

Signature *Geo. Webster for self & A. Chisholm*

Certificate to be sent to *GLASGOW* Date of issue *14/3/25*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 13 JAN 1925*

Character assigned *+ 100 A.I.*

With freeboard.

12.24.

Lloyd's A+C.P.

+ LMC 12.24.

- [illegible]

1st Bower 72-1-25; M.R.; 300; 14 and 20/12/03.
2nd " 73-1-5; M.R.; 320; 25/1/24 and 1/2/24.
3rd " 72-1-1; M.R.; 309; 15 and 18/1/24.

- Deep Tank - Tank Top.
- Macleodhan Davits

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 92.25 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓ *Permanently 419.5'*

4 decks (stk) Shelter Dr. wood sheathed

Official No. **148515** : Signal Letters

If bottom of Vessel has been coated Inside **Yes** give

particulars of composition: No. 7 S.B. tank coated with Mineral Oil; Remainder of S.B. tanks and Peaks coated with Cement.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Salt Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Salt Water Capacity. Tons.
Double bottom, aft, 179 tons F.W.; 97 tons F.W. or 100 tons S.W.	135.0	284	Fore peak tank, F.W. 148 tons or S.W. 151 tons	87.0	151
Double bottom, under Engines and Boilers, 111 tons F.W. or 588 tons S.W.	117.5	785	After peak tank, F.W. 163 - or S.W. 167 -	30.0	167
Double bottom, if under Engines only.			Deep tank, aft,		
Double bottom, if under Boilers only.			Deep tank, forward, S.W.	37.0	510
Double bottom, forward, 570 tons F.W. or 584 tons S.W.	186.0	584	Other tanks, if fitted, F.W. tanks in Yard Space 400 tons F.W.	70.0	410
Total capacity of double bottom		1653	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of
Total length of Double Bottom Tanks - 438.5 ft

Order for Special Survey No. 33

Date 15-4-1923

Dates of Surveys held while building

1922 Nov 17, 21 Dec 6, 7, 12, 13, 15, 20, 21, 27, 39 1923 Jan 9, 11, 17, 18, 19, 23, 24, 29 Feb 6, 7, 13, 15, 19, 22, 26 Mar 1, 7, 12, 14, 23, 27
Apr 5, 16, 11, 13, 19, 24, 25, 27, 30 May 2, 7, 11, 16, 17, 23, 28, 31 Jun 4, 6, 12, 26 Jul 4 Aug 2, 15, 22, 28, 31 Sep 6, 11, 12, 14, 17, 19, 27
26, 28 Oct 1, 3, 4, 8, 15, 17, 18, 22, 23, 25, 31 Nov 8, 13, 16, 22, 29 Dec 4, 5, 7, 14, 19, 26, 28, 29 1924 Jan 8, 10, 16, 17, 23, 28, 30 Feb 13, 18, 21
22, 26, 29 Mar 6, 7, 11, 13, 14, 18, 19, 21, 24, 27, 28 Apr 3, 7, 11, 16, 17, 22, 25, 27 May 1, 2, 5, 6, 7, 9, 13, 14, 15, 20, 22, 26, 29 June
4, 12, 13, 20, 24, 26 July 2, 4, 7, 9 Aug 9, 25, 27 Sep 2, 4, 8, 11, 17, 22, 25, 27 Oct 7, 8, 10, 18, 19, 27, 28, 29 30 Nov
3, 6, 7, 12, 17, 19, 20, 21, 28, 29, 30 Dec 2, 3, 5, 22, 29