

UNDER NO. 9890 Managers  
Surveyed Afloat or in Dry Dock? DRYDOCK Name of Dock CANADA DRYDOCK Destined Voyage  
UDBorDBa feet; uE&B feet; f fee  
al capacity tons. FPT tons; APT tons; MT feet tons.  
Only alterations in the existing records of tanks should be inserted.

Particulars of Classification (which must be precisely as in Register Book & Supplement)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.

1 with LMC 9

50. BS 12,

and No. 3- TS. CL.

o. 1-45.

8, 49.

for oil fuel 4

board (if assigned) as

Ship and now verified

by whom?

Original letter with: 7<sup>th</sup> Sept.

Copy of/Extract from letter received from

NAME

Pacific Steam Navigation Co. (via Liverpool Office)

ADDRESS

Pacific Building, James Street, LIVERPOOL, 2.

Reference, if any:

Dated 6:9:50 Received 8:9:50 Answered

Vessel's Name: S.S. "ORBITA"

We have to inform you that, following the arrival of the above vessel in Liverpool on 11th/12th September, she will be sold to the British Iron & Steel Corporation (Salvage) Ltd., to be broken up.

### "ORBITA" TO BE BROKEN UP

#### P.S.N. Liner Completes Last Voyage

The liner *Orbita*, 16,538 tons gross, completed her last voyage when she arrived in the Mersey yesterday from Singapore. She has been sold for scrap and it is understood that she will be broken up on the Clyde.

She was built by Harland & Wolff, Ltd., at Belfast in 1915, for the Pacific Steam Navigation Company, and was taken over on the stocks to become an armed merchant cruiser. Between the wars she carried on her normal passenger service between Britain, the West Indies and South American ports. During the last war she served as a troopship. Since then she has been in the service of the Ministry of Transport who recently returned her to her owners.

LL 14.9.50.

19907

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W1025-0183

This vessel so far as now seen is in an efficient condition & eligible opinion to remain as classed with fresh record of survey (under subject to compliance with outstanding recommendations p. in H. Society's Surveyors. Endorsements: as previously



LD Bot DBa  
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Only alterations in the existing re  
N.B. All alterations in t

ast Report, No. 135

tical Survey, when held, must be re  
the Survey should be summarised. St  
ted subsequent repairs. Repairs on a  
other causes; and, besides being detailed  
replacement of anchors or Chains in reppo  
State also the dates and initials of any la

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CAS. 63/50.  
S.S. "OF  
Ship arrived at

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subject to Co  
made by the

Survey Fee (per Section 29) 1

Special Damage or Repair Fee (if any)

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1.38, of 60 remain s