

Awning Deck

STEEL STEAMER.

No. 7558

Port of *Belfast*Date of completion of Report *6th August 1915*

Received at London Office

MON. AUG. 9-1915

Survey held at *Belfast*Date, First Survey *12th December 1912*Last Survey *31st July 1915*

1915

On the (State if Single, Twin, or Triple Screw)

*Steel Triple Screw Steamer "ORBITA"*Rig *fore & aft masted 2 masts*TONNAGE under Tonnage Deck... *9858.92*CLASS *100 A1 Awning Deck*

FRFT.

Do. between Tonnage Dk and 3rd, 4th, or Awning Dk. *2566.54*Breadth (greatest moulded) *67.0*Total under Upper Dk. *12425.49*Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *47.0*Do. of Poop *305.51*Deduct height of 'tween deck when this does not exceed 8ft. *8.0*

Do. of R. Qr. Dk.

Transverse Number *106.0*

Do. of Bridge House

Length on deck from fore part of stem to after part of sternpost *550.0*Do. of Fore-castle *1611.37*Longitudinal Number *58300*Do. of Houses of Deck *1327.03*Depth "d" at middle of length. See Secs. 2 & 13. *17.85*Do. of excess of Hatchways *8.84*Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *11.70*Do. above Crown of Engine Room *15678.24*Upper Deck at side to top of keel *14.24*Space *302.76*Destined Voyage *✓*Tonnage for Fees... *15375.48*If Surveyed while Building, Afloat, or in Dry Dock *Yes*Engine Room *5017.04*

Residence

Navigation Spaces *218.78*Port belonging to *Liverpool*Register Tonnage *10139.66*Moulded depth, ft. *47* ins. *12* To Awning or Shelter Dk.Length on Deck as per Rule *550*Breadth Moulded *67*

DEPTH, ACTUAL Do.

Dimensions of Ship per Register, Length *550.3* breadth *67.35* depth *34.5*Upper Deck. Moulded depth, ft. *38* ins. *7 1/2* To Upper Dk.

FRAMING.

PILLARS.

NAME, Angles or Bars, amidships *10 x 50*PILLARS, In 'tween Deck, size and spacing *3 1/2 x 4*Do. in peaks *9 3 1/2 x 56*" " Hold & to Rule for length *5 3/4*Do. in way of Double Bottoms at Solid Floors *3 1/2 x 52*" " Quarter, 'tween Dks., " *3 1/2 x 61*" in way of No. 4 and 5 Holds, Angles *9 4 x 50*" " in Hold " " *wide spaced columns*" " No. 6 Hold, Angles *10 3 1/2 x 48*" " " " " " *wide spaced columns*" " " " " " *from 3*" " " " " " *27*" " " " " " *25 in aft Peak*" " " " " " *27*" " " " " " *24 in fore Peak*" " " " " " *25 in aft Peak*

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule. Or as App.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing					
" " " brdth. & thickness					
" " " No. of Side Stringers " "					
WEB-FRAMES, In E. & B. Space, No. & spacing					
" " " brdth. & thickness					
WEB-FRAMES, In After Body, No. and spacing					
" " " brdth. & thickness					
" " " No. of Side Stringers " "					
" " " Size of Face Angles to Web-Frames.....					
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....					

BULKHEADS.	Number.		Thickness.	STIFFENERS.				Single or Double Frames.	Height up, state deck.
	Vessel.	Per Rule.		Horizontal. Size.	Horizontal. Spacing.	Vertical. Size.	Vertical. Spacing.		
W.T.BULKHEADS	10	9	46 to 26	12 x 4 x 4 x 82	30	Large	awn St.		
			all extended	410 x 32 x 32 x 50		Single			
			awn St.	Chano					
„ COLLISION „			46 to 26	4 Semi br	12 x 4 x 4 x 60	24	Large	awn St.	
PARTITION „				Chano		Single			
LONGITUDINAL „									

Are the outside Plates doubled two spaces of Frames in length? *Large Brackets.*

Are the Sluice Valves and Watertight Doors in efficient working order? *Yes.*

FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness	<i>FLAT BAR</i>	<i>10 x 2</i>	<i>10 x 2</i>
STEM, moulding and thickness		<i>1 1/2 x 3 1/2</i>	<i>1 1/2 x 3 1/2</i>
STERN-POST for Rudder do. do.	<i>open section</i>	<i>19 x 11</i>	<i>10 x 10</i>
„ for Propeller		<i>20 x 15</i>	<i>1 1/2 x 10</i>
RUDDER—A x D* Table 22. Speed	<i>14</i>	<i>1058</i>	
„ Main-Piece, diameter at head		<i>14 1/2</i>	
„ „ „ at heel		<i>11</i>	

RUDDER, how constructed *Forged Single plate keyed arms*

„ Thickness of Plates or Single Plate *1 1/8*

Can the Rudder be unshipped afloat? *Yes.*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. ? *Siemens Markers open hearth.*

Steel Plates, D. Colville South Durham, Dowlais.

Steel Bars, D. Colville, Steel Co. of Scotland, Glasgow Iron, Larget Heat Lanarkshire, Port Talbot, Skinningrove.

Has the Steel been tested as required by the Rules? *Yes.*

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES. Ordinary or jogged? <i>ordinary.</i>				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.		
FLAT PLATE KEEL..... (If Bar Keel, state Riveting.)	53	1.23	.82	.82	53	1.23	Double	6 3/4	1 3/8	4 1/4	D.S.T.R.	1 1/4	5	2 1/4	.80				
GARBOARD or A Strake	71	.84	.74	.70		.84		6	1	3 1/4	Quad	1	4				14" full		
State actual thickness in way of Double Bottom.	B	.72	.84	.70		.84													
C	.72	.84	.64	.70		.84													
D	.72	.82	.56	.70		.82													
E	.69	.82	.66	.76		.82													
F	.63	.82	.56	.72		.82													
G	.61	.76	.52	.70		.76													
H	.68	.76	.52	.68		.76	Double												
J	.64	.76	.52	.52		.76													
K	.67	.76	.52	.56		.76													
L	.66 1/2	.76	.52	.56		.76													
M	.67	.76	.52	.52		.76													
N	.70	.76	.52	.52		.76	Double												
O	.53	.76	.52	.52		.76													
Sheer P	.62 1/2	.76	.52	.52		.76													
Bridge Q	.57	.78				.78													
Sid. R	.61	.82				.82													
Outside S	.57	.90				.90		6 3/4	1 3/8	4 1/4	D.S.T.R.	1 1/8	4 1/2	2 1/2	.64				
Bridge T	.62 1/2	1.00				1.00									.68				
U															.64				
V																			
W																			
<i>after end plating increased as per Rule.</i>																			
<i>See above.</i>																			
THICKNESS OF STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. of Flat Plate Keel																			
„ Sheerstrakes } .90 .90 for 39 ft forward for 29 ft aft.																			
Length and thickness. } .44 .44																			
POOP SIDES44 Single 2 1/2 3/4 3 Double 3/4 2 7/8 5																			
SHORT BRIDGE SIDES46 .46 2 1/2 3/4 3 3/4 2 7/8 5																			
FORECASTLE SIDES																			

Awning or Shelter Deck Stringer Plate	Butts, Quad riveted for	<i>half</i>	length amidship.	Butts of Side Stringers	<i>Treble</i>	riveted.
	Straps, single, double or overlapped for	<i>full</i>	length amidship.	„ Tie Plates	<i>✓</i>	riveted.
Upper Deck Stringer Plate	Butts, Treble riveted for	<i>full</i>	length amidship.	Inner Bottom Plating, riveting of Edges	<i>Double</i>	Butts <i>Treble 1/2 L</i>
	Straps, single or overlapped for	<i>full</i>	length amidship.	Centre Girder Butts, Quadruple riveted	<i>Keelson Butts,</i>	riveted.
Frames, riveted through Plates with <i>1</i> in. Rivets, about <i>6 1/2</i> in. apart.						
Rivets, state whether Iron or Steel <i>Iron, Steel in 1/2 splices.</i>						

FRAMES extend in one length from *Middle line to Margin Plate & thence to Awning Deck, Poop & Tilt* if ordinary or jogged *ordinary, jogged in 2 ft and in 1 ft at 5 ft.*

REVERSED FRAMES on floors and frames extend from *Middle line to margin plate and thence to 3rd deck beams on channel frames* on angle frames all to Upper Deck.

State if ordinary or jogged *ordinary, jogged in 4 x 5 ft holds.*

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	<i>Steel 144' 0"</i>	<i>28 x 46</i>	<i>26 x 46</i>	<i>22 1/2 x 36</i>	<i>4 1/2 x 20</i>	<i>2</i>	<i>3</i>	<i>4 x 3 x 50</i>	<i>Single</i>	<i>Treble</i>
	Main	<i>Steel 149' 0"</i>	<i>28 x 46</i>	<i>26 x 46</i>	<i>22 1/2 x 36</i>	<i>4 1/2 x 20</i>	<i>2</i>	<i>3</i>	<i>4 x 3 x 50</i>		
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds <i>Galvanized S.W. 4 1/2 Backstays 3 1/2 x 3</i> Stays <i>4 1/2 double 3 1/2 and 3</i>											
Sails. <i>none</i> Suit of Sails, and the following spare sails, <i>✓</i>											

EQUIPMENT No. 67100 LETTER R+										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
69968	1st Bower	126	1	14	79	0	2	76	18	3	0	113	2	0	Halls Patent Stockless	R. Hingley & Sons	Netherthorpe	30-8-13	H. Green
69966	2nd "	125	2	0	78	3	20	76	12	2	0	113	2	0	"	"	"	30-8-13	"
72922	3rd "	103	3	14	26	2	16	68	15	0	0	97	0	0	Rodgers Patent	"	"	3-3-15	"
	Collective weight	355	3	0								324	30	4	Ordinary anchor	"	"		"
69671	Stream	34	2	20	8	3	1	32	3	3	0	34	0	0	Rodgers	R. Hingley & Sons	Netherthorpe	8-7-13	H. Green
69843	Kedge	18	0	0	4	3	11	19	0	0	0	18	0	0	"	"	"	19-8-13	H.A. Bryant

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Fathoms and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.		Material.	Where and when tested, and Superintendent.
	Length.	Diam.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
50448	150	3 1/2	149.8	209.7	657.0	11	330	2 1/2	Stud	R. Hingley & Sons	Netherthorpe 28-6-13	TOWLINE	140	5 1/2	65	140	7 1/2	Asph. Sigsbee	Netherthorpe 28-6-13
50468	150	3 1/2	149.8	209.7	718.3	27	330	2 1/2	Stud	"	"	HAWSER & WARPS	140	5 1/2	65	140	7 1/2	"	"
53367	150	3 1/2	149.8	209.7	718.3	27	330	2 1/2	Stud	"	"	"	140	5 1/2	65	140	7 1/2	"	"
Iron Steam Chain	150	3 1/2	149.8	209.7	718.3	27	330	2 1/2	Stud	"	"	"	140	5 1/2	65	140	7 1/2	"	"

Boats 12 Life Boats. ✓

Pumps Emergency Suctions to each compartment worked from separate Diesel engine on deck. ✓

Windlass is J.H. Wilson patent steam direct. ✓

Engine Room Skylights—How constructed? Steel Plates & Angles. ✓

Coal Bunker Openings—How constructed? Side Ports (Blow). ✓

Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** 8 each side 6 ports each side 3'0" x 1'0". ✓

Ceiling in Holds, thickness and material. 2 1/2" WP in Holds, overlayers only Tank top. ✓

Cargo Hatchways—How formed? Steel plates and angles. ✓

State size No. 1 Hatch (Forward) 15'0" x 16'0". **No. 2 Hatch** 26'0" x 16'0". **No. 3 Hatch** 15'3" x 16'0". **No. 4 Hatch** 17'9" x 16'0". ✓

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch one web and two I beams in Nos. 1, 3, 4, 5 and 6 Hatchways. ✓

Bulwarks, height above deck and description. Open rails above shade deck. ✓

The foregoing is a correct description. **FOR HARLAND & WOLFF LTD.** Surveyor's Signature *S. Kendall*

Builder's Signature (here only) *Chas. Page* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

M. 14/10/12. 28/2/13. 26/8/14. E. 6/2/15.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed.

Is the riveted work properly closed? Yes.

Are the liners between the frames and plates solid single pieces? Yes.

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes.

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes.

Do any rivets break into or through the seams or butts of the plating? very few.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes.

State results of tests satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes.

State results of tests satisfactory.

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the plans approved by the Committee the Secretary's letters of the abovementioned dates and in other respects in general conformity with the Rules and the workmanship and materials are good.

The keel was sighted before launching and found straight.

The vessel has been taken over by the Government & fitted out as an auxiliary cruiser & transport.

The emergency bilge pumps & suction fitted in lieu of hand pumps have been tested by being worked from the main switch board and found satisfactory, but the Diesel engine on deck has not been connected to the system, owing to the danger of carrying oil fuel in so exposed a position when acting as an auxiliary cruiser. The Admiralty Overseers are satisfied with this arrangement, and if the vessel is discharged from Government service, the installation will be completed as originally intended. Six approved plans and seven forging reports forwarded herewith.

Please return the approved plans for reference in dealing with the sister vessel No. 442.

Ltd. Ordnance No. 438. Belfast F.E. Rept. No. 7328

The Surveyor should state the Number of Report and Name of any Sister Vessel.

Amended account rendered 5.8.15 as per Secretary's letter dated 4.8.15.

The amount of Entry Fee £ 5 : 0 : 8

Special Survey Fee £ 353 : 15 : 8

Travelling Expenses, if any £ :

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

I am of opinion this Vessel should be Classed 100 A1 "Awning Deck" subject to emergency pumps installation being completed with freeboard.

With, or without Freeboard, as condition of Class

Committee's Minute TUE. AUG. 10, 1915

Character assigned 100 A1

Awning deck with freeboard

Lloyd's A.C.P.

12 m.c. 815

Surveyor's Signature *S. Kendall* Surveyor to Lloyd's Register of British and Foreign Shipping.

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GENERAL REMARKS—(continued).

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Write "Aunting or Shelter Deck" "Shier Strake" opposite its corresponding letter.

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Bowsprit

Topmasts

Rigging

Sails.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 76.5 ft., R.Q.D. ✓ ft., Bridge 241 ft., Forecastle 112 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop, Bridge and Forecastle connected by complete shade deck on awning Deck.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *2 Dks. stl & Awng. dk. (stl. pt. w. s.) & shade dk. (stl.) 3rd dk. (stl.) in No. 1-2 & 3 holds.*

Official No. ; Signal Letters State if Machinery is fitted aft *no*.

How are the surfaces preserved from oxidation? Inside *Paint & Portland cement.* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. *Cellular.*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	145	488	Fore peak tank,		211
Double bottom, under Engines and Boilers,	142	774	After peak tank,		125
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	188	636	Other tanks, if fitted,		
Total capacity of double bottom		1898	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules. *Yes.*

Order for Special Survey No. *572*

Date *7th Oct 1912.*

No. *440* in builder's yard.

DATES of Surveys held while building

*1912 Dec. 12, 1913 Jan. 7, 22, 30, Feb. 6, 10, 13, 17, 21, 26, Mar. 5, 10, 14, 18, 27, Apr. 3, 9, 14, 16, 18, 22, 29, May 7, 13, 19, 23, 26, 1913 June 2, 4, 10, 12, 19, 20, 24, July 13, 22, 31, Aug. 5, 13, 21, Sept. 1, 3, 8, 12, 15, 16, 22, 24, 29, Oct. 2, 6, 8, 14, 17, 22, 24, 30, 1913 Nov. 4, 7, 13, 17, 21, 25, Dec. 19, 21, 25, 1914 Feb. 3, 5, 12, 16, 19, 23, Mar. 5, 9, 18, Apr. 2, 7, 16, 17, 28, May 6, 8, 13, 14, 29, 1914 June 8, 9, 11, 13, 16, 18, 22, 24, 25, 29, July 2, 3, 6, 22, 29, Aug. 3, 12, 19, 27, Sept. 2, 9, 15, 30, Oct. 2, 6, 8, 20, 26, Nov. 2, 3, 1914 Dec. 11, 17, 1915 Jan. 6, 20, 25, Feb. 4, 9, 12, 19, Mar. 2, 9, 16, 22, 23, 25, 30, Apr. 2, 8, 12, 13, 15, 16, 21, 24, Total No. of Visits *159*, 1915 Apr. 26, 27, 29, May 3, 5, 13, 20, June 14, 16, 21, 24, 25, 28, 29, July 1, 8, 19, 22, 31.*

Surveyor's Signature

E.D. Kendall

Lloyd's Register
Foundation

These

Signal

Office

137

No., Date,

Whether Foreign

Brit

Number of
Number of
Rigged
Stern
Build
Galleries
Head
Framework
vessel
Number of
Number of
and the

Total to quarter
to bottom

No. of
sets of
Engines.

Two
one

No. of
Shafts.

Three

Under Ton
Space
Turret or
Forecastle
Bridge spac
Poop or B
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