

## STEEL STEAMER or MOTORSHIP.

-9 SEP 1924

Registered at London Office

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 4<sup>TH</sup> SEPTEMBER 1924 Port of GOTHENBURG No. 5838Survey held at GOTHENBURG Date First Survey 24<sup>TH</sup> AUGUST 1923 Last Survey 8<sup>TH</sup> SEPTEMBER 1924On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW MOTORSHIP "CITY OF SAN FRANCISCO" (machinery amidships)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING State Type of Erections P. B. + F.TONNAGE under  
Tonnage Deck... ✓Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk. ✓Total 1757.06Gross Tonnage 3643.94Register Tonnage 2594.00REGISTERED DIMENSIONS.  
FEET.Length 296.02Breadth 45.92Depth 18.04CLASS + 100 A.1. State 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 300.0Breadth (greatest moulded) B 45.75Depth at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) D 30.01st Longitudinal Number (L x D) = 87002nd Numeral L x (B + D) = 22425Framing Depth "d," at middle of length. See  
Sec. 3 (1d) 18.42Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel 10.0Do. Long Bridge to top  
of keel 7.9Draught Moulded 20'-2"Built at GOTHENBURGLaunched 3<sup>RD</sup> MAY 1924 Yard No. 376Builders A.B. GÖTAVERKENOwners PACIFIC MAIL STEAMSHIP CO. INC.Managers ✓  
(Where necessary to be entered in Reg. Book.)Residence ✓Port of Registry PANAMAIf surveyed while building, afloat, AND in dry dockYES.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	M.M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	M.M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships	✓ 710		Bracket Floors, Frame	B.A. 180 75 11
" " from 1/2 length to Collision bulkhead	✓ 710		" " Reversed Frame	B.A. 180 75 10
" " in peaks	✓ 610		" " Vertical Struts	B.A. 180 75 10
DE FRAMING.			Centre Girders, depth and thickness amidships	✓ 930 12
Frame Amidships, Angle, E or F	240 90 11		" " top Angles	75 75 11.5
" " Extends up to	2 <sup>ND</sup> DECK		" " bottom Angles	90 90 13
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	1 9
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	850 10.5
Depth of Framing Girder	240		" " Vertical Angle to Tank side Bracket abutt 1/2 len. from stem	90 90 9
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	140 75 9		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	130 130 11
" " Second 'tween Decks, Angle, E or F	140 75 9		" " Gussos, spacing and scantling abutt 1/2 len. from stem	ALTERNATE 90 90 9
" " Third " " " "	180 75 10.5		" " Gussos, spacing and scantling forward 1/2 len. from stem	NONE TANK TOP LEVEL
Framing in Peaks, Angle or F	150 75 10		Tank Side Brackets, height above base line at toe of Frame and thickness	1500 9
Diameter and Spacing of Rivets through Shell Plating	19 133		INNER BOTTOM PLATING.	
State if Frame Joggled	✓ YES		Breadth and thickness of Middle Line Strake	1220 11.5
STIFFENING ARRANGEMENTS (Sec. 7), state system and particulars	AS PER PLANS		Thickness of remainder in Holds	10 8.5
LENGTHENING OF BOTTOM FOR WARD. State Particulars	AS PER PLANS		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	YES
DOUBLE BOTTOM.			BEAMS.	
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	190 75 9
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	190 75 9
Middle Line Keelson, on Floors, Angles, E or F			Spacing	EVERY IN WELLS ALT. IN BRIDGE
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, E or F	300 95 14
" " Foundation Plate on Floors			Spacing	ALT. FRAMES
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F	280 90 12.5
Keelsons, No. each side			Spacing	ALT. FRAMES
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, E or F	
" Angles			Spacing	
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	150 70 8.5
Mid Floors, thickness and spacing	9 EVERY 3 <sup>RD</sup> FRAME FRAME Joggled REV. FRG. NOT Joggled		Spacing	ALT. FRAMES
" Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, E or F	190 75 9
Bracket Floors, breadth and thickness at middle line	✓ 1000 9		Spacing	ALT. FRAMES
" breadth and thickness at margin plate	✓ 800 9		Forecastle Deck, Angle, E or F	200 75 11
			Spacing	ALT. FRAMES



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EQUIPMENT No. 24120												LETTER M	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
217	1st Bower ...	44	3	12	-			39	3	0	0	45	HALLS PATENT STOCKLESS	SKODA WORKS	PILSEN 15-1-24 C.R.H.
218	2nd „ ...	44	3	9	-			39	3	0	0	45	"	"	"
227	3rd „ ...	38	3	4	-			36	18	0	0	38	"	"	"
	Collective weight.	128	1	25								128			28-6-24
223	Stream .....	12	2	10	3	0	25	14	9	0	0	12	ADMIRALTY	SKODA WORKS	PILSEN 22-1-24 C.R.H.

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.	Statutory.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
27069	135	1 15/16	67.5	94.5	255-3-0	51 1/2			270	1 15/16	STOP LINK	-	CARDIFF 1-1-24 A.J.	TOWLINE 3/4"	120	4 1/2	58.2	100	14
27070	135	1 15/16	67.5	94.5	256-1-0							-	"	HAWSERS 3/4" & WARPS 1"	90	3 1/2	26	90	2 1/2
Iron Stream Chain & Steel Wire														" SW	90	3	18	90	2 1/2
	90	1 1/8	22 3/4	34 1/8	59-2-0	51 1/4			90	1 1/8	-	-	CARDIFF 30-11-23 A.J.	" SW	90	2 1/2	12.5	90	2 1/4
26981																480	6	MANILLA	

Steering Gear, *Steam* *Donkin - Scott patent electric* Steering Gear, *Hand* *Good*

Boats *5 steel lifeboats* Steering Chains, Size and Test *none* Windlass *Imeson - Walker pat. electric*

Ceiling in Holds, thickness and material *2 1/2" w.p. on 2" grounds* Cargo Battens, thickness, material and spacing *2" w.p. up 9" edge to edge*

Cargo Hatchways.-(Upper Deck) *steel coverings* Thickness of Hatches *3*

Size of No. 1 Hatchway (Forward) *18'-6" x 15'-11"* No. 2 *20'-9" x 15'-11"* No. 3 *20'-9" x 15'-11"* No. 4  No. 5  No. 6

Number of Shifting Beams *and/or Fore and Afters* *3*

Builder's Signature

*E. J. J. J. J.*

GENERAL DECLARATION *This vessel has been built under special survey in accordance with the approved plans and instructions and all the Rules requirements have been complied with.*

*The workmanship is good.*

*all double bottom, peak and deep tanks have been tested as per Rules.*

*The watertight bulkheads, shaft tunnels and weather decks have been tested with water from a hose and found tight.*

*The materials are good.*

*Forgings and castings as per certificates attached.*

*The forebrace has been reworked and cut in on the vessels sides*

*steering gear tested. Rudder was put from hardover to hardover in 15 secs while vessel was going full speed ahead.*

*Plans of the vessel as built (2 off) & midship section, profile & decks are forwarded under separate cover.*

*The registered dimensions and tonnage given above is according to the Swedish law. It is stated that the vessel will be remeasured on her arrival at New York in about a fortnight's time from date.*

*Official number and signal letters will be assigned in America.*

The amount of Entry Fee ..... £ *Kr. 127.40*

Special Survey Fee.... £ *Kr. 4681.04*

Travelling Expenses, if any £ *Kr. 5.10*

Fees applied for,  
*6th Sept. 1924*  
Received by me,  
*22.10.24*

I am of opinion the Vessel should be Classed + 100A1 WITH FREEBOARD

State whether the Vessel has been built under Special Survey

*Yes*

Signature

*V. Paulson*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to SUR. OFFICE. GOTHENBURG. Date of issue *19/9/24*

Committee's Minute

**FRI, 19 SEP 1924**

Character assigned

*100A1*  
*with freeboard*

*Lloyd's Reg.*

*W. J. J. J.*

*My*

*+ 2 M.B. 9.24 C.L.*  
*oil engines.*



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Lloyd's Register Foundation



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.)

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	26-0-11	C.R.H.	549.	15-12-1923
	2nd "	26-0-22	C.R.H.	548.	15-12-1923
	3rd "	25-0-7	C.R.H.	563.	17-6-1924

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37.5 ft., R.O.T. ft., Bridge 109.5 ft., Forecastle 37.5 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)  
2 dks (act) 3<sup>rd</sup> dk (act) in No. 1 hold.

Official No. ; Signal Letters

particulars of composition Portland cement fitted in E.R. tank, tunnel well and fore after peaks. If bottom of Vessel has been coated Inside Partly give

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	32.6	94	Fore peak tank,	24	10.5
Double bottom, under Engines and Boilers,	37.3	116	After peak tank,	20	51
Double bottom, if under Engines only,	137	351	Deep tank, aft, MIDSHIPS.	18.7	436
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
		561	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 116

Date 22-10-23.

Dates of Surveys held while building

1923:- 24/8, 25/8, 4/9, 8/9, 18/9, 8/10, 15/10, 20/10, 24/10, 25/10, 26/10, 27/10, 30/10, 1/11, 2/11, 3/11, 6/11, 8/11, 9/11, 9/11, 10/11, 14/11, 14/11, 17/11, 19/11, 20/11, 22/11, 23/11, 23/11, 24/11, 27/11, 28/11, 30/11, 3/12, 4/12, 7/12, 10/12, 11/12, 12/12, 13/12, 14/12, 17/12, 22/12  
1924:- 9/1, 14/1, 23/1, 1/2, 1/2, 4/2, 8/2, 8/2, 20/2, 20/2, 28/2, 3/4, 14/4, 5/4, 8/4, 13/4, 15/4, 17/4, 24/4, 25/4, 26/4, 28/4, 28/4, 29/4, 30/4, 3/5, 3/5, 8/5, 22/5, 5/6, 5/6, 19/6, 25/6, 1/7, 9/7, 24/7, 24/7, 30/7, 5/8, 6/8, 8/8, 14/8, 15/8, 14/8, 19/8, 20/8, 29/8, 30/8, 1/9, 2/9, 3/9.

Total No. of Visits 93