

STEEL STEAMER or MOTORSHIP.

Received at London Office

11 JAN 1928

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 *21st December 1927*Port of *Glasgow*No. *47434*Survey held at *Govan (Glasgow)*Date First Survey *4 4 27*Last Survey *22 12 27 19*On the *(State if Machinery fitted Aft and* *Single Screw Steamer Motorship "PACHECO" (Machinery Amidships)*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Vessel built to 1921-2 Rules*State Type of Erections *Shelter Deck*TONNAGE under Tonnage Deck... *1054.93*CLASS *100A1.*State if with freeboard as condition of Class *Yes*Built at *Glasgow*

Do. 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) *L 270.0*Launched *10th November 1927* Yard No. *4436*Total *1054.93*Breadth (greatest moulded) *B 39.0*Builders *Messrs Harland & Wolff Ltd.*Gross Tonnage *1345.75*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 17.5*Owners *Messrs MacAndrews & Co. Ltd.*Register Tonnage *529.82*Transverse Number *(L x B) (B + D) = 56.5*Managers */*

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

REGISTERED DIMENSIONS.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *14.79*Residence *London*Length *270.1*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.59*Port of Registry *Liverpool*Breadth *39.15*Do. Long Bridge to top of keel *8.18*

If surveyed while building, afloat, or in dry dock

Depth *15.6*Draught Moulded *16.114**Special Survey.*

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	23		Bracket Floors, Frame <i>B.A.</i>	6 3 32	<i>5 1/2 x 3 x 34</i>
" " from 1/2 length to Collision bulkhead	23		" " Reversed Frame <i>B.A.</i>	5 1/2 3 30	<i>5 x 3 x 30</i>
" " in peaks	23		" " Vertical Struts <i>B.A.</i>	5 1/2 3 30	<i>5 x 3 x 30</i>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	32 1/2 x 44	
Frame Amidships, Angle <i>E or F</i>	<i>7 1/2 3 41</i>	<i>7 x 3 x 42</i>	" " top Angles <i>Double</i>	3 3 40	
" " Extends up to	<i>20 Upper and Shelter Deck alternately</i>	<i>20 Shelter Bridge alternately</i>	" " bottom Angles	4 4 50	
Reversed Frame Amidships, Angle <i>A</i>	<i>all to Shelter Deck, 1/2 in 4 in Hold</i>	<i>Bull Angle Frames</i>	Side Girders, No. each side and thickness	<i>One 32</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>27 1/2 x 36</i>	
Depth of Framing Girder	<i>7</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 3 32	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or F</i>	<i>3 1/2 3 32 (See Profile)</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>Small Tank Top</i>	
" " Second 'tween Decks, Angle <i>E or F</i>	<i>/</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>Web frames connected to engine seating in Motor Room in line of gussets</i>	
" " Third " " "	<i>/</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>/</i>	
Framing in Peaks, Angle <i>E or F</i>	<i>5 1/2 3 30</i>	<i>5 x 3 x 30</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>4 1/2 x 32</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 spaced 6 1/2 apart</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>35 x 40</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Side Stringer in Hold & Luccum 4 x 3 1/2 x 40 B.N. frames at the end of the Hold</i>	<i>9 x 3 1/2 x 42</i>	Thickness of remainder in Holds	<i>32 30 38 in Motor Room</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Intercostal Girders as per Approved Plan and 5 x 5 x 32 frame angles in DB.</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>	
SINGLE BOTTOM.			BEAMS. <i>Shelter Deck</i>		
Floors, Depth and thickness at mid-line in Holds	<i>/</i>		Uppermost Continuous Deck, amidships in Wells, Angle <i>E or F</i>	<i>5 1/2 3 41</i>	<i>5 1/2 x 3 x 40</i>
Height of Brackets at side above base line at toe of frame	<i>/</i>		" " in way of Bridge, Angle <i>E or F</i>	<i>/</i>	
Middle Line Keelson, on Floors, Angles <i>E or F</i>	<i>/</i>		Spacing	<i>On every frame</i>	
" " Through Plate or Intercostal Plate	<i>/</i>		<i>Upper</i> Second Deck, amidships, Angle <i>E or F</i>	<i>7 3 40</i>	<i>6 1/2 x 3 x 40</i>
" " Foundation Plate on Floors	<i>/</i>		Spacing	<i>On every frame</i>	
" " Flat Plate Keel Angles	<i>/</i>		Third Deck, amidships, Angle <i>E or F</i>	<i>/</i>	
Side Keelsons, No. each side	<i>/</i>		Spacing	<i>/</i>	
" " thickness of Intercostal Plate	<i>/</i>		Fourth Deck, amidships, Angle <i>E or F</i>	<i>/</i>	
" " Angles	<i>/</i>		Spacing	<i>/</i>	
DOUBLE BOTTOM.			Poop Deck, Angle <i>E or F</i>	<i>/</i>	
Solid Floors, thickness and spacing	<i>32 in 2nd frame Every 3rd frame</i>		Spacing	<i>/</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle <i>E or F</i>	<i>5 1/2 3 30</i>	<i>5 x 2 1/2 x 30</i>
Bracket Floors, breadth and thickness at middle line	<i>2-5 x 32</i>		Spacing	<i>On every frame</i>	
" " breadth and thickness at margin plate	<i>2-5 x 32</i>		Forecastle Deck, Angle <i>E or F</i>	<i>/</i>	
			Spacing	<i>/</i>	

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>One</i>			Stringer Plate, breadth and thickness in way of Bridge	<i>43 x 38</i>	
" in 'tween Decks, Size and Spacing.....	<i>Wide spaced pillars + girders as per approved plan</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>30</i>	
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge	<i>30</i>	
" in Holds " " "	<i>Wide spaced pillars + girders as per approved plan</i>		Thickness of Plating within line of openings...	<i>30</i>	
" " " " " "			If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of	<i>✓</i>		If Plated, state thickness.....	<i>✓</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck. <i>Shelter Deck</i>			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>56 x 48</i>	<i>✓</i>	If Plated, state thickness	<i>✓</i>	
" " " " in way of Bridge	<i>56 x 44</i>	<i>✓</i>	Poop Deck.		
" Angle in Wells	<i>4 1/2 4 1/2 4 8</i>		Stringer Plate, breadth and thickness	<i>✓</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>30</i>		Plating, Sheathing, material and thickness ...	<i>✓</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>30</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>30</i>		Stringer Plate, breadth and thickness.....	<i>54 x 48</i>	
If Sheathed, material and thickness	<i>✓</i>		Plating, Sheathing, material and thickness ...	<i>Steel Deck 26-5/16 P.L. where referred</i>	
Second Deck. <i>Upper Deck</i>			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>43 x 38</i>	<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>✓</i>	
			Plating, Sheathing, material and thickness ...	<i>✓</i>	

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—5

Extending to Upper Deck (Sec. 3 c) *Aft Peak to W. S. #1st*

„ Deck next below *3rd to Upper Deck and Fore Peak Bulkhead to Shelter Deck*

As per Rule *4*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	<i>7/8" Lat Plate Keel</i>		
STEM	✓	<i>Rolled 8 x 2 3/8</i>	<i>David Colville Iron Ltd.</i>	
STERN FRAME {	✓	<i>Forged 8 x 5 1/2</i>	<i>Cleland & Co.</i>	
	✓	<i>" 8 x 5 1/2</i>	<i>"</i>	
Propeller Post	✓			
Rudder	✓			
RUDDER—A x D.....		<i>268</i>		
Speed of Vessel.....		<i>12 1/2 K.</i>		
RUDDER mainpiece at head ..		<i>Forged 8 1/4" dia</i>	<i>Cleland & Co.</i>	
" " heel ..		<i>" 6 1/4" dia</i>	<i>"</i>	
" how constructed		<i>Built</i>		
" double or single plate ..		<i>Single plate 1-03 thick</i>		
" coupling, vertical or ..		<i>Vertical Coupling</i>		
" horizontal.....				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *(Open Hearth) David Colville & Sons Ltd*
Shrimmington Iron Co. Ltd William Beardmore & Co. Ltd The Steel Company of Scotland Ltd

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

EQUIPMENT No. 17520

LETTER R

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.				
30579	1st Bower	36	0	0	Stockless			33	2	2	0	35½	Byers Improved Stockless	—	Sunderland 30th J. H. Butler
30500	2nd "	35	0	21	—			32	11	1	0	35½	—	—	" 16th "
30288	3rd "	30	2	0	—			29	0	0	0	30	—	—	" 23rd "
	Collective weight.	101	2	21								101			
43149	Stream	9	1	16	2	1	26	11	9	0	Y	9½	Iron stock	—	Cradley Heath 11th J. C. Paul

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.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
40637	240	1¼	55½	77½	370	2	21	370½	240	1¼	Stud	Cradley Heath 16th J. C. Paul	TOWLINE	105	3½	26	90	3½
													HAWSERS & WARPS	200	2½	12½	2-90	2½
														2-90	2½	9½	2-90	1½
Iron Stream Chain—Steel Wire	75	4		33				75	4									

Steering Gear, Steam Electric (by Harland & Wolff)

Steering Gear, Hand Blocks and Latch

Boats 2 Life Boats and one Dingy Steering Chains, Size and Test ✓

Windlass Electric (Clarke, Chapman & Co)

Ceiling in Holds, thickness and material 8 x 2½ White Pine

Cargo Battens, thickness, material and spacing 6 x 2 White Pine, 12' apart

Cargo Hatchways.—(Upper Deck) Steel plates and angles

Thickness of Hatches 2½

Size of No. 1 Hatchway (Forward) 17'3" x 14'0" x 32 No. 2 30'8" x 14'0" x 32 No. 3 30'8" x 14'0" x 32 No. 4 ✓

No. 5 ✓

No. 6 ✓

Number of Shifting Beams and/or Fore and Afters Thru in No. 1, Five in No. 2 & 3

FOR HARLAND & WOLFF, LTD

Builder's Signature

John Dickinson.
Managing Director

GENERAL DECLARATION

This vessel has been built in accordance with the accompanying approved plans, the Secretary's letters of instruction and in general conformity with the Society's printed Rules (1921-2). The workmanship and materials are good. The Double bottom Tanks, Fore and After Peak tanks and Oil Fuel Pumps have been tested in accordance with Rule requirements. The weather Decks, Tunnel, W.S. Bulkheads, W.I. Doors and Pumps have been tested with satisfactory results. The freeboard markings have been verified and cut in on the vessel's sides. For list of approved plans in connection with this vessel, see Glasgow Report No. 47373 on the M/V. Pelayo.

All bulk angles fitted are of the Revised British Standard Section, equivalent to scantlings shown on the approved plans.

This vessel is a sister ship to the same builders M/V "PALACIO", Glasgow Report No. 47200 and the M/V "PELAYO", Glasgow Report No. 47373.

The following approved plans accompany this report:—Midship Section, Profile and Deck plans and 3 Taring Reports, also Midship Section, Profile and Decks of vessel as built.

The amount of Entry Fee £ 5 : 0 : 0

Fees applied for,

Special Survey Fee ... £ 134 : 12 : 0

Freeboard 4 11 8

Travelling Expenses, if any £

10 JAN 1928

Received by me,

17.1.1928

I am of opinion the Vessel should be Classed **± 100A1, Shelter & With Freeboard**State whether the Vessel has been built under Special Survey **Yes**

Signature

Alex Munro

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **Glasgow** Date of issue **24/1/28**Committee's Minute **GLASGOW 10 JAN 1928**Character assigned **÷ 100A1**

Shelter Dr. with fd.

12.27 Lloyd's Assoc.

+ LMC 12.27



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Lloyd's Register
Foundation

0316 2/2

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 21-0-8, Including Pin 23-0-14, M.R. 558, 3rd 46th May 1927.
2nd " 19-2-0, " 21-2-21, J.L. 6494, 29th April 1927.
3rd " 17-2-26, " 19-2-14, D.C.B. 6453, 8th April 1927.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *Shelter Deck with Tonnage Spining aft* ft., R.Q.D. ft., Bridge *67.66* ft., Forecastle ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1st (Stl) and Shelter 2nd (Stl)*

Official No. *149.654* ; Signal Letters
particulars of composition

Is bottom of Vessel coated with cement *Fore & aft Peak Tank & elsewhere*
Cement-Filllets elsewhere

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<i>67.08</i>	<i>78</i>		Fore peak tank,		<i>17</i>	
Double bottom, under Engines and Boilers,				After peak tank,		<i>38</i>	
Double bottom, if under Engines only, <i>Including Cofferdams</i>	<i>40.25</i>	<i>84</i>		Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward,			
Double bottom, forward, <i>Including Oil Fuel Tank</i>	<i>113.08</i>	<i>167</i>		Other tanks, if fitted,			
Total capacity of double bottom			<i>329</i>	(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks.
220.41

Order for Special Survey No. *5814*

Date *27.1.27*

Dates of Surveys held while building

1927 Apr 4. 11. 22 May 5. 9. 23 Jun 15. 17. 27. 29 Sep 21 Oct 13. 14. 17. 18. 19. 21. 25. 26. 29. 31 Nov 3. 7. 8. 10 Dec 1. 6. 12. 16. 19. 20. 22