

26 MAY 1943

43594

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report April 12 1943 When handed in at Local Office April 13 1943 Port of New York

No. in Reg. Book. Survey held at New York Date, First Survey March 10, Last Survey March 27 1943 (No. of Visits 4)

Section 7 on the Wood, Iron or Steel M.V. Pacific Grove

TONNAGE:— Built at Kiel By whom Deutsche Werke, Kiel & Co. When 1928 - 4
GROSS 7117 Owners Furness Withy and Co. Ltd. Owners' Address
UNDER DK. 6388 Managers (If not already recorded in Appendix to Register Book).
NET 4290 Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock New York Destined Voyage

Cell DB or DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 54492 Port CFI

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom? See S. R. hist.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition of Deep Tanks, No 3 Hold.

Now done :- The Port and Starboard deep tanks were examined internally, the tanks were tested as one tank by a head of water to the weather deck and upon examination the boundary bulkheads, tank top, hatches, ventilators and connections were found sound and tight. The division bulkhead was not tested. The double bottom tanks in way of the above tanks were tested by a head of oil fuel to weather deck and the tank top was found to be tight. The deep tank ventilators to the weather deck were blanked off by a welded plate and the ballast connections from the deep tanks were blanked off in the engine room. These deep tanks, in my opinion, (containing)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Brackets Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fell.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board) size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Chain Locker
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Hawseers & Warps
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Standing and Running Rigging
Stringers		" " at other places	Sails
Inner Bottom Plating		Stringers, Clamps & Shelves	
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in safe condition and eligible in my opinion to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) \$ 45 ²⁵/₁₀₀

Special Damage or Repair Fee (if any) £

(per Sec. 29)

Travelling Expenses (if chargeable) £ 2 ⁵⁰/₁₀₀

Second Surveyor's Fee (if any) £

Fees applied for, Apr 25 1943

Received by me,

19

Committee's Minute

Character Assigned As now

NOTE 8647. sel 10-6-43. 2017

Subject.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W112-0109

S. R. L items, nothing done at this time.

less, state *Mechanical Test*.

ANCHORS.

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Iron Stream Chain)
or Steel Wire—)

bein

ст. В.) 10М-10-42