

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22<sup>nd</sup> May 1930 When handed in at Local Office 26 May 1930 Port of Glasgow  
No. in Reg. Book. 30745 Survey held at Glasgow Date, First Survey 11 5 30 Last Survey 16<sup>th</sup> May 1930  
Motor "PACIFIC GROVE" (No. of Visits 5)

TONNAGE - 1114 Built at Kiel By whom Deutsche Werke Kiel G.M.B.H. YEAR. MONTH. 1928-4  
GROSS 1114 Owners Furness Withy & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book)  
UNDER DK. 6388 Managers (if not already recorded in Appendix to Register Book)  
NET 4316 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Surveyed Afloat or in Dry Dock? dry dock Name of Dock Nº 1 from Dry Dock Destined Voyage Not known  
W.B. = Cell D Bor D B A feet; u E & B feet; f feet feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

*N.B.* - All alterations in the existing records should be underlined.  
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thickness of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 96472 Port Liv

(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. 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  
To not required Was a damage report made by anyone else? If so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING & DAMAGE.

DOCKING:- Vessel placed in dry dock, bottom & mudds cleared examined not satisfactory & renovated, decks, coamings, hatches, ventilators, coamings etc examined & found satisfactory.

NEARBY REPAIRS:- Rudder lifted & 1 gudgeon re-bushed.  
A number of leaky shell nuts in way of Nº 1 Tank removed.

On completion of repairs Nº 1 Tank tested under pressure & found satisfactory.

SEE PAGE 2

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Repaired	1 PT							
Removed and Faired or Repaired		1 PT						CROSS TIE.
Faired or Repaired in place		2						PANTING STRINGER.

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblig. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>good</u>	<u>f. Pk.</u>	<u>not examined</u>	<u>(State if on feet)</u>
Caulking of Decks <u>"</u>	<u>see Pk.</u>	<u>good</u>	When put on, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	<u>not examined</u>	<u>not examined</u>	Boats <u>good</u>
Beams & Fastenings <u>"</u>	<u>"</u>	<u>not examined</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	<u>"</u>	<u>good</u>	Condition, how ascertained <u>from deck</u>
Breasthooks <u>good in f. Pk.</u>	<u>good</u>	<u>"</u>	(State if wedges removed) <u>No</u>
Transoms <u>not examined</u>	<u>"</u>	<u>"</u>	Sails <u>✓</u>
Frames <u>good</u>	<u>"</u>	<u>"</u>	Equipment letter <u>d 7</u>
Reverse Frames <u>"</u>	<u>"</u>	<u>"</u>	Anchors, No. of <u>3-1</u>
Longitudinals <u>"</u>	<u>"</u>	<u>"</u>	Cables (State if rope, ranges) <u>No</u>
Transverses <u>"</u>	<u>"</u>	<u>"</u>	" length <u>stated complete</u>
Floors <u>good in f. Pk.</u>	<u>"</u>	<u>"</u>	" (on board) <u>size</u>
Keelsons <u>"</u>	<u>"</u>	<u>"</u>	" Rule length <u>size</u>
Stringers <u>"</u>	<u>"</u>	<u>"</u>	Hawser & Warps <u>sufficient</u>
Inner Bottom Plating <u>not examined</u>	<u>"</u>	<u>"</u>	Standing and Running Rigging <u>good</u>

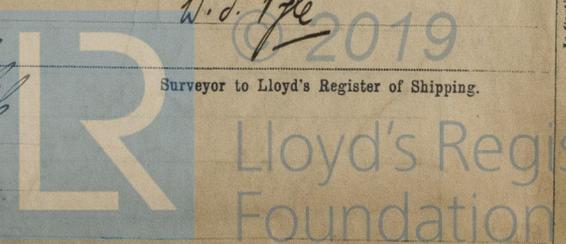
### General Observations, Opinion as to Class, Recommendation, &c. :-

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 now classed in the Register Book without fresh record of Survey;" "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pND24, &c."

This vessel is in an efficient condition & eligible in my opinion to remain as at present classed in the Register Book with the fresh record of survey 18-30

Survey Fee (per Section 29)	£	Fees applied for, <u>3 4 0</u>	Received by me, <u>24 6 19</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ <u>4 4 0</u>		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute GLASGOW 3 JUN 1930  
Character Assigned 100 A  
Wick 18 5 30



Item 1028 - Transfer Link. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to

+ L.M.C.M. 5.30 subject re Note limit. W112-0114

Glasgow.

16<sup>th</sup> May 1930 on theSTEEL TWIN SC "PACIFIC GROVE"

DAMAGE:- stated to have been sustained by vessel striking Ogden Point Pier, Victoria B.C.  
on 6<sup>th</sup> July 1929.  
(PLEASE SEE VANCOUVER RPT N<sup>o</sup> 2447)

On examination of vessel found shell plate indented, 3 frames set in, 1 cross tie plate buckled & Porting stringer buckled.

REPAIRS:- SHELL:- PORT SIDE:- 6<sup>th</sup> STRAKE BELOW SHEER:- N<sup>o</sup> 1 plate from fore cropped & part renewed.

FRAMES:- 2 frames faired in place.

1 frame cropped removed, faired & replaced.

CROSS TIE PLATE:- removed, faired & replaced.

PANTING STRINGER:- faired in place at fore end

2 shell lugs removed, faired & replaced.

REMOVALS:- Shell rubbing strip removed & replaced

All disturbed work cleaned & recoated.

On completion of repairs Fore Pk Tank tested under pressure & found satisfactory.

S.R. LIST:- (PLEASE SEE BALBOA RPT N<sup>o</sup> 506 & G.L.S RPT N<sup>o</sup> 48832) Upper Rudder stock cleaned, examined & found satisfactory, the Bureau reports state that this item to be removed from S. R. List. The stock in my opinion is satisfactory & the Bureau proposal merits the favourable consideration of the Committee.  
Buckled plating (SEE VANCOUVER RPT N<sup>o</sup> 2447) referred to in S. R. List to be dealt with at this time, it is submitted this item be deleted from S. R. List.

D. J. Pyle



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