

STEEL STEAMER or MOTORSHIP.

Received at London Office 17 MAY 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 *5th May, 1928.*Port of *Hamburg/Kiel*No. *18047*Survey held at *Kiel*Date First Survey *12th July, 1927*Last Survey *30th April*

1928.

On the (State if Machinery fitted Air and / or Single, Twin or Triple Screw) *Steel Twin Sc. Motorvessel "PACIFIC GROVE"*State Type (Full Steamship, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure with Tonnage opening* State Type of Erections *Forecastle.*TONNAGE under (Tonnage Deck) *6387.69*CLASS ** 100 A1.*State if with freeboard as condition of Class *yes.*Built at *Kiel*Do. of space or spaces between Tonnage Dk. and Upper Dk. *[1170.15]*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *187.16*

FEET.

Launched *10th Janry. 1918* Yard No. *213.*Total *[8557.84]*Breadth (greatest moulded) *B 60.53*Builders *Deutsche Werke Kiel A.G.*Gross Tonnage *7113.90*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 42.54*Owners *British Transoceanic Steamship Co. Ltd.*Register Tonnage *4316.45*1st Longitudinal Number (L x D) *1779*Managers *Furness, Withy & Co.*

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

2nd Numeral L x (B + D) *4310*Residence *London.*

REGISTERED DIMENSIONS.

FEET.

Length *450.4*Framing Depth "d" at middle of length. See Sec. 3 (1d) *5.63*Breadth *60.8*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.6*Depth *29.75*Do. Long Bridge to top of keel *7.*Draught Moulded *27.54*Port of Registry *London.*

If surveyed while building, afloat, or in dry dock

While building, stocks, afloat, dry dock.

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	865	✓	Bracket Floors, Frame	✓	✓
" " from 1/2 length to Collision bulkhead	685	✓	" " Reversed Frame	✓	✓
" " in peaks	610	✓	" " Vertical Struts	✓	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1200 x 16.5	✓
Frame Amidships, Angle, E or C	300 95 14.5	✓	" " top Angles	Two 90 90 14	✓
" " Extends up to	2nd Deck	✓	" " bottom Angles	Two 140 140 16.5	✓
Reversed Frame Amidships, Angle	120 120 12	✓	Side Girders, No. each side and thickness	Two x 11	✓
" " Extends up to	3rd Deck	✓	Margin Plate depth (excl. of flange) and thickness	1060 x 14.5	✓
Depth of Framing Girder	300	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	160 160 11.5	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	220 85 11	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	160 160 12	✓
" " Second 'tween Decks, Angle, E or C	240 90 11.5	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	650 x 11	✓
" " Third	✓	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	650 x 11	✓
Framing in Peaks, Angle or C	230 90 11.5	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1950 x 12.5	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 x 130	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	not	✓	Breadth and thickness of Middle Line Strake	1420 x 14.5	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars with reverse	Deep Frames & Stringers. 300 95 14.5 3 Stringers. 120 120 12	✓	Thickness of remainder in Holds	12 1/2 10.5	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 Strong Bottom Strakes Bottom frames double Extra Intercoastals.	✓	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?	✓	✓
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓	✓	Uppermost Continuous Deck, amidships in Way, Angle, E or C	250 90 12.5	✓
Height of Brackets at side above base line at toe of frame	✓	✓	" " in way of Bridge, Angle, E or C	✓	✓
Middle Line Keelson, on Floors, Angles, C or E	✓	✓	Spacing	865	✓
" " Through Plate or Intercoastal Plate	✓	✓	Second Deck, amidships, Angle, E or C	280 90 15	✓
" " Foundation Plate on Floors	✓	✓	Spacing	865	✓
" " Flat Plate Keel Angles	✓	✓	Third Deck, amidships, Angle, E or C	250 90 12.5	✓
Side Keelsons, No. each side	✓	✓	Spacing	865	✓
" " thickness of Intercoastal Plate	✓	✓	Fourth Deck, amidships, Angle, C or E	✓	✓
" " Angles	✓	✓	Spacing	✓	✓
DOUBLE BOTTOM.			Poop Deck, Angle, C or E	✓	✓
Solid Floors, thickness and spacing	11 x 865	✓	Spacing	✓	✓
" " Are Frame and Reversed Frame joggled?	no	✓	Bridge Deck, Angle, C or E	✓	✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Spacing	✓	✓
" " breadth and thickness at margin plate	✓	✓	Forecastle Deck, Angle, E or C	200 75 12.5	✓
			Spacing	610 to 685	✓

Red (preprint)

W112-0129 1/2

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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>Widely spaced and Girders Two rows Centreline and</i>										
" in 'tween Decks, Size and Spacing...	0 180 x 9-10	10 9-10	10 9-10	10 9-10						
" " " " " "	0 280 x 11	10 11	10 11	10 11						
" " " " " "	0 280 x 12	10 12	10 12	10 12						
" " " " " "	0 365 x 13-5	10 13-5	10 13-5	10 13-5						
" " " " " "	0 390 x 15	10 15	10 15	10 15						
" " " " " "	0 500 x 16-5	10 16-5	10 16-5	10 16-5						
" " " " " "	0 610 x 17-5	10 17-5	10 17-5	10 17-5						
" " " " " "	0 330-345 x 13-5	10 13-5	10 13-5	10 13-5						
Centre Line Bulkhead.										
Stiffeners and Spacing...	5 220 7-5	10 7-5	10 7-5	10 7-5						
Plating, thickness of	5 180 7-5	10 7-5	10 7-5	10 7-5						
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells	1646 x 17-8	10 17-8	10 17-8	10 17-8						
" " " " " in way of Bridge	150 150 17-8	10 17-8	10 17-8	10 17-8						
" " " " " Angle in Wells	150 150 17-8	10 17-8	10 17-8	10 17-8						
Thickness of Plating abreast Deck openings in way of Wells	13-5	10 13-5	10 13-5	10 13-5						
Thickness of Plating abreast Deck openings in way of Bridge	13-5	10 13-5	10 13-5	10 13-5						
Thickness of Plating within line of openings	10-5	10 10-5	10 10-5	10 10-5						
If Sheathed, material and thickness	Not sheathed.	10	10	10						
Second Deck.										
Stringer Plate, breadth and thickness in Wells	1746 x 18-11-5	10 18-11-5	10 18-11-5	10 18-11-5						
Stringer Plate, breadth and thickness in way of Bridge	1746 x 18-11-5	10 18-11-5	10 18-11-5	10 18-11-5						
Thickness of Plating abreast Deck openings in way of Wells	10-5	10 10-5	10 10-5	10 10-5						
Thickness of Plating abreast Deck openings in way of Bridge	10-5	10 10-5	10 10-5	10 10-5						
Thickness of Plating within line of openings	9-0	10 9-0	10 9-0	10 9-0						
If Sheathed, material and thickness	Not sheathed.	10	10	10						
Third Deck.										
Stringer Plate, breadth and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						
If Plated, state thickness	8-0	10 8-0	10 8-0	10 8-0						
Fourth Deck.										
Stringer Plate, breadth and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						
If Plated, state thickness	8-0	10 8-0	10 8-0	10 8-0						
Poop Deck.										
Stringer Plate, breadth and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						
Plating, Sheathing, material and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						
Bridge Deck.										
Stringer Plate, breadth and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						
Plating, Sheathing, material and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						
Forecastle Deck.										
Stringer Plate, breadth and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						
Plating, Sheathing, material and thickness	1390 x 10-5	10 10-5	10 10-5	10 10-5						

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>yes!</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	1400	23-28	20	20	%	Double	28	112	5	28	120	Lapped.	
" DELG. (if any)	%	%	%	%	%	%	%	%	%	%	%	%	
BOTTOM PLATING, No. of Strakes2.....	1500	18	13	13	%	Double	22	90	4	22	88	Lapped.	
BILGE PLATING, No. of Strakes1.....		18-0	12-5	12-5	%	"	22	90	4	22	88	"	
SIDE PLATING, No. of Strakes6.....		17-5	12-5	12-5	%	"	22	88	3	22	76	"	
UPPER DECK, Sheer-strake in Wells.....	1345	20-0	12-5	12-5	%	"	25	100	4	25	100	"	
UPPER DECK, Sheer-strake in Bridge ...	1345	20-0	%	%	%	"	25	100	4	25	100	"	
STRAKE BELOW Sheer-strake in Wells.....	1390	19-0	12-5	12-5	%	"	25	100	4	25	100	"	
STRAKE BELOW Sheer-strake in Bridge ...	1300	19-0	%	%	%	"	25	100	4	25	100	"	
POOP SIDE PLATING	%	%	%	%	%	%	%	%	%	%	%	%	
BRIDGE SIDE PLATING ...	%	%	%	%	%	%	%	%	%	%	%	%	
FORECASTLE SIDE PLATING	%	%	11-0	%	%	Double	19	75	2	19	65	Lapped.	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		8			
Extending to Upper Deck (Sec. 3 c)		2 (Collis & A.P. 67-9)			
Deck next below		5			
As per Rule		yes! 1 (Deep Tank)			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	7-8	4-	4-	4-	4- ✓
" " Second "	7-8	6-10-65	6-10	4-	4-
" " " "	8-8-5	6-10-65	6-10	4-	4-
" " Third "	8-8-5	6-10-65	6-10	4-	4-
" " Holds	8-8-5	6-10-65	6-10	4-	4-
COLLISION " (in Hold)	9-10-5	6-10-65	6-10	4-	4-
AFTER PEAK " " "	8-8-5	6-10-65	6-10	4-	4-

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar	%	%	%	%
STEM	Forging	270 x 71	Test: 45-2 kg; 32% EL.	
STERN FRAME { Propeller Post	Castings	Channel	0. Gruson & Co	
{ Rudder	Castings	approved	Stahlwerk Krieger.	
RUDDER —A x D. 1100	1620			
Speed of Vessel	12-5			
RUDDER mainpiece at head ...	Forging	345	Skodamerke.	
" " heel ...	"	230		
" " how constructed	Boiled with Keyed Arms.			
" " double or single plate	29	Single		
" " coupling, vertical or horizontal	8 Bolts	Vertical		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>AM. Open Hearth Process.</i>	
STEEL.	<i>Approved Works. Plates - Bars - Götterhoffnungshütte - Oberhausen - Heilmann Werke - Grossenbaum - Kleinewerke - Osnabrück - Mannesmann - Düsseldorf - Vereinigte Stahlwerke - Dortmund - Witten.</i>
Has the Steel been tested as required by the Rules?	yes! By the Society's Surveyors.

EQUIPMENT No. <i>47200</i>										LETTER <i>d+</i>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
<i>89521</i>	1st Bower ...	<i>79</i>	<i>3</i>	<i>21</i>	<i>79</i>	<i>3</i>	<i>21</i>	<i>58</i>	<i>10</i>	<i>0</i>	<i>Pat. Stockless</i>	<i>U.K.</i>	<i>Netherham 30.4.27.</i>
<i>89527</i>	2nd "	<i>79</i>	<i>1</i>	<i>21</i>	<i>79</i>	<i>1</i>	<i>21</i>	<i>58</i>	<i>6</i>	<i>1</i>	<i>Do</i>	<i>U.K.</i>	<i>8.12.27 H. Green.</i>
<i>89520</i>	3rd "	<i>77</i>	<i>2</i>	<i>14</i>	<i>77</i>	<i>2</i>	<i>14</i>	<i>57</i>	<i>12</i>	<i>2</i>	<i>Do</i>	<i>U.K.</i>	<i>30.4.27 do</i>
	Collective weight.	<i>237</i>	<i>0</i>	<i>0</i>	<i>237</i>	<i>0</i>	<i>0</i>	<i>232</i>	<i>1</i>	<i>0</i>	<i>Hingley-Son</i>	<i>U.K.</i>	<i>8.12.27 do H. Green.</i>
<i>89526</i>	Stream	<i>30</i>	<i>0</i>	<i>0</i>	<i>30</i>	<i>0</i>	<i>0</i>	<i>28</i>	<i>12</i>	<i>2</i>	<i>Do</i>	<i>U.K.</i>	<i>8.12.27 do H. Green.</i>

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.		Supplied.	Per Rule.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
80688	150	2 1/2	112 1/2	187 1/2	470.1.13		940.1	300	2 1/2	Stud.	N. Hingley	Netherham 26.4.27.	TOWLINE... [HAWSERS & WARPS]	130	6	9 1/2	130	6	
80694	150	2 1/2	112 1/2	187 1/2	471.0.15					Link.	15 tons L?	do 30.4.27. H. Green.		200	3	25	200	2 3/4	
		Cir.												200	3 1/4	34	200	2 3/4	
Iron Stream Chain or Steel Wire	120	5 1/4	75	90	941.2.0		2	120	5 1/4	St. Wire	N.E. Landberg.	10.1.28.		100	3 1/4	29	100	3	
					1.4									7	7	7	7	7	

Steering Gear, Steam *Direct Electric driven, good.* Steering Gear, Hand *yes! Efficient.*

Boats *4 x 24'0" x 7'6" x 2'4"* Steering Chains, Size and Test *No Chains.* Windlass *Direct Electr. driven, good.*

Ceiling in Holds, thickness and material *3" x 2 1/2" Pine* Cargo Battens, thickness, material and spacing *2" Pine - 9" space.*

Cargo Hatchways. (Upper Deck) *Boilt steel Plates and Angles.* Thickness of Matches *U. D. K. and 2nd Deck 3" Pine.*

Size of No. 1 Hatchway (Forward) *22'4 1/2" x 18'05" No. 2 31'20" x 18'05" No. 3 31'20" x 18'05" No. 4 31'20" x 18'05" No. 5 31'20" x 18'05" No. 6*

Number of Shifting Beams and/or Fore and Afters *No 1 = 4 and No 2, 3, 4, 5 = 5 Shifting Beams. - No Fore and Afters.*

Deutsche Werke Kiel
Aktiengesellschaft

Builder's Signature

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended plans, The requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's requirements. -*
The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other without use of any packing, and efficiently riveted together. - The double bottom tanks, peak tanks and deep tanks have been filled and tested as required by the Rules and were found perfectly tight, also the weather decks and bulkheads. - The painting arrangements and strengthening of the bottom forward have been carried out as approved and to our satisfaction. - All steel material used in the construction of this vessel have been made at works approved and tested by the Society's Surveyors in accordance with the Rules. - The Anchors and Cables have been compared with the certificates and were found in order. - General Equipment were found satisfactory in all respects. -

The amount of Entry Fee £ *10 : 0 : 0* Fees applied for,
Special Survey Fee £ *377 : 17 : 0* *7th May 1928*
Travelling Expenses, if any £ *29 : 3 : 0* Received by me,
Freeboard £ *13 : 0 : 0* *London.*
State whether the Vessel has been built under Special Survey *yes!*

I am of opinion the Vessel should be Classed *+ 100 A1.*
with Freeboard.

Signature *Chiriholm L. Kries*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *The Owners* Date of issue *23/5/28*

Committee's Minute

Character assigned

TUES. 22 MAY 1928

+ 100 A1 With Freeboard

Lloyd's A.C.P.

+ L.M.C. 4:28 C.
Oil Engines

522020

Lloyd's Register
Foundation

W 2-01292/2

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.)

The Freeboard assigned by the Committee have been marked on the vessel side verified and cut in.

The draft corresponding to the assigned Summer Freeboard 5'3 1/2" is 27'8 3/16" as given in the Builders Deadweight and Displacement Scale.

The Sister Vessel is "Pacific President" D.W. Kitz No 212. Hamburg Report No 17971.

Attached: One Section as built.
One Interims Certificate.
Six Test Certificates.
Nineteen appx. Plans.

A. Chisholm
J. Mien.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower No 89521; W = 47.3.10; 12 Feet; LR 4919 KH 30.9.27; K. Hauss Düsseldorf 8.10.27.
2nd " No 89527; W = 47.8.7; 12 Feet; LR 3404 MB 27.10.27; M. Berg-Düsseldorf 3.11.27.
3rd " No 89520; W = 44.3.0; 12 Feet; LR 3217 W. Williamson-Sunderland 13.4.20.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 39.0 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated: No Bridge ☒.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 decks steel ☒.

Official No. 160412; Signal Letters L B P N Is bottom of Vessel coated with cement No ☒ if not give

particulars of composition EP-AP-FW Tanks Cement; Bilges Asphalt; Fuel Oil Tanks not coated.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	141.0	294	Fore peak tank,	25.0	168
Double bottom, under Engines and Boilers,	51.0	159	After peak tank,	26.0	167
Double bottom, if under Engines only,	"	"	Deep tank, aft, <i>Wing Tanks Oil fuel</i>	56/53.7	320
Double bottom, if under Boilers only,	"	"	Deep tank, forward,	28.3	910
Double bottom, forward,	221.0	869	Other tanks, if fitted, <i>FW Tanks</i>	15.0	45
Total capacity of double bottom		1322	(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 107

Date 18th Janry. 1926.

Dates of Surveys held while building

1927: July: 12-19-22-29 - Aug: 2-5-9-12-16-19-23-26-29 - Sept: 2-6-9-13-16-20-23
Oct: 3-5-7-10-12-14-17-19-21-24-26-28-31 - Nov: 2-4-7-9-11-14-18-21-23-25-28-30 -
Dec: 2-7-12-14-19-23-28 - 1928: Jan: 10-13-16-18-20-23-25 - Feby: 1-8-10-15-27 -
March: 7-19-21 - April: 2-4-13-16-20-26-30 -
Total No. of Visits 75.