

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office **TUE. MAY. 20 1924**

Date of completion of report
Survey held at

19th May 1924
Sunderland

State if Report is also sent on the Machinery of the Vessel

Yes

Port of

Sunderland

Date, First Survey

13th March 1923

Last Survey

15th May 1924

1924

On the (State if Single, Twin, or Triple Screw)

MOTOR VESSEL

PACIFIC TRADER

Rig

Schooner

TONNAGE under Tonnage Deck

5297.69

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

98.61

Do. of R.Q.Dk.

Do. of Bridge House

390.01

Do. of Forecastle

291.47

Do. of Houses on Dk.

26.00

Do. of excess of Hatchways

Do. above Crown of Engine Room

6303.78

Gross Tonnage

282.25

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

2017.21

Less Engine Room

154.90

Less Navigation Spaces

Register Tonnage

3849.42

Destined Voyage

Pacific

If Surveyed while Building, Afloat, and in Dry Dock *Yes*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL	Feet.	Inches.	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	2nd 3rd
420	0		57	9 1/2		28	11 1/2		36	11 1/2		2	3
						Do.	Do.	Do.	Second Dk. Beams	28	5 1/2	No. of Tiers of Beams	do do

Dimensions of Ship per Register, Length	420.0	breadth	58.00	depth	28.10	Moulded depth, ft.	ins.	To Bridge Dk.	Round of Upper	14	ins.
						Moulded depth, ft.	39	ins.	6	To Upper Dk.	Dk. Beam, Actual

FRAMING.						PILLARS.					
Nos 1 & 2 Holds						Inches in Ship, Spacing in Ship, Inches per Rule, Or as Approved.					
FRAME, Angles, or Bars amidships	10 x 3 1/2	3 1/2	55	8 1/2	5 1/2	PILLARS In 'tween Deck, size and spacing	6 x 6 x 54 L	6 x 6 x 54 L			
Do. in peaks	6 x 3 1/2	3 1/2	40	fore Peak	8 x 3 1/2	" Hold					
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	47	3 1/2	3 1/2	" Quarter 'tween Dks.,					
" at intermdt. Bkts.	10	3 1/2	55	10	3 1/2	" in Hold					
Spacing of Frames from centre to centre amidships	32 1/2		32 1/2			KEELSONS & STRINGERS.					
" from 1/2 length to Collision bulkhead	27		27								
" in peaks	24		24								
REVERSED FRAME, Angles	Channel		Framing								
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	47	3 1/2	3 1/2						
" at intermdt. Bkts.	9 1/2	3 1/2	55	9 1/2	3 1/2						
FRAMING, depth of girder	15		15								
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships											
" in way of Engine and Boiler Spaces											
" thickness at the ends of vessel											
" depth at 1/2 the half breadth, as per Rule											
" height extended at the Bilges											
FLOORS in Cell. Double Bottoms	44 1/2	x	43	44 1/2	x	43	Cellular Double Bottom				
" state if flanged (top & bottom)	No		No								
" Spacing of Solid floors	9 1/2	except	in Mch Space and								
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	44 1/2	x	59	44 1/2	x	59					
" Angles, Top	3 1/2	3 1/2	55	3 1/2	3 1/2	55					
" Bottom	5	5	63	5	5	63					
" to Floors	3 1/2	3 1/2	47	3 1/2	3 1/2	47					
Brackets at intermdt. frmg., wdth & thcknss	3-6	x	43	3-6	x	43					
SIDE GIRDERS, number on each side & thickness	One		43	One		43					
" state if flanged (top and bottom)	No		No								
" Angles (top and bottom)	3 1/2	3 1/2	47	3 1/2	3 1/2	47					
" to Floors	3	3	41	3	3	41					
MARGIN PLATE, depth (exclusive of flange) and thickness	40 1/2	x	58	40 1/2	x	58	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)				
" Angle to Outside Plating	3 1/2	3 1/2	55	3 1/2	3 1/2	55					
" Floors	3 1/2	3 1/2	47	3 1/2	3 1/2	47					
Brackets at intermdt. frmg., wdth & thcknss	3-6	x	43	3-6	x	43					
Height of Outside Brackets above at bilge	36 1/2		36 1/2								
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	54 1/2	x	53	54 1/2	x	53					
" in Engine and Boiler space	54		54								
" Remainder in Holds	45		45								
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 x 3 1/2	3 1/2	52	8 x 3 1/2	3 1/2	52					
" In way of Long Bridge											
" Spacing	32 1/2		32 1/2								
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	12 x 3 1/2	3 1/2	50	12 x 3 1/2	3 1/2	50	Second Deck Stringer Plate, br'dth & thickness				
" Spacing	32 1/2		32 1/2								
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	12 x 4	4	62 1/2	12 x 4	4	62 1/2					
" Angles on upper edge	32 1/2	6	27	32 1/2	6	27					
" Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" Angles on upper edge											
" Spacing											
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" Angles on upper edge											
" Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6 1/2	3	40	6 1/2	3	40	Forecastle Deck Stringer Plate, br'dth & th'kns				
" Angles on upper edge	8	3	48	8	3	48					
" Spacing	27	and	24	27		24					

WEB FRAMES.				Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.	FORGINGS or CASTINGS.				Inches in Ship.	Inches per Rule.		
WEB-FRAMES, In Fore Body, No. and spacing				4	as approved.			KEEL, Bar, depth and thickness				Flat plate Keel			
" " " brdth. & thickness				37	52	Face Angle	4 1/2 x 3 1/2 x 56 double	STEM, moulding and thickness				10 x 2 3/8	10 x 2 3/8		
" " " No. of Side Stringers				3	and decks			STERN-POST for Rudder do. do.				9 x 8	9 x 8 1/2		
WEB-FRAMES, In E. & B. Space, No. & spacing								" for Propeller				10 1/2 x 8	10 1/2 x 8 1/2		
" " " brdth. & thickness								RUDDER—A x D* Table 22. Speed				not in 12K	483		
WEB-FRAMES, In After Body, No. and spacing								" Main-Piece, diameter at head				10 1/4	10 1/4		
" " " brdth. & thickness								" " " at heel				7 3/4	7 3/4		
" " " No. of Side Stringers								RUDDER, how constructed				Forged and built			
" " " Size of Face Angles to Web-Frames								" Thickness of Plates or Single Plate				1.09			
BRACKET PLATES to Stringers between Web Frames, depth and thickness								Can the Rudder be unshipped afloat?				Yes			
BULKHEADS.				Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?				Open Hearth process		
Vessel.				Per Rule.	Inches.	Horizontal.	Vertical.	Height up, state deck.	Plates: South Durham, Dorman Long, Bolckow Vaughan				Sections: Cargo Fleet and Dorman Long		
W.T.BULKHEADS				8	7				Has the Steel been tested as required by the Rules?				Yes		
" COLLISION "															
PARTITION "															
LONGITUDINAL.															
Are the outside Plates doubled two spaces of Frames in length?															
Are the Sluice Valves and Watertight Doors in efficient working order?				Yes											
PLATING.				RIVETING.											
STRAKES.				AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.			
				AMIDSHIP.				FORWARD.				AFT.			
				Breadth.				Thickness.				Breadth.			
				Inches.				Inches.				Inches.			
FLAT PLATE KEEL				53 1/2				81				53 1/2			
(1) Bar Keel, state Riveting.				75 1/2				63				51			
GARBOARD or A Strake				75 1/2				63				51			
B "				75 1/2				63				51			
C "				76				63				51			
D "				75 1/2				63				51			
E "				75 3/4				63				51			
F "				65 3/4				63				48			
G "				65				63				48			
H "				65				63				48			
J "				65				63				48			
K "				65				63				48			
L "				70 1/2				64				48			
Sheerstrake				74 1/2				69				48			
M "															
N "															
O "															
P "															
Q "															
R "															
S "															
T "															
U "															
V "															
W "															
THICKNESS OF SHEERSTRAKE															
CLEAR OF LONG BRIDGE															
DO. OF STRAKE BELOW															
DBLG. of Flat Plate Keel															
" Sheerstrakes															
Length and thickness.															
POOP SIDES															
SHORT BRIDGE SIDES															
FORECASTLE SIDES				42				42				12 3 3/4 3 2R 3/4 2 1/2 5 Full			
Upper Deck				Butts, 4R riveted for 3/5 L to 3R, length amidship.				Butts of Side Stringers				riveted.			
Stringer Plate				straps, single, double or overlapped for Full, length amidship.				Tie Plates				riveted.			
Second Deck				Butts, 2R riveted for Full, length amidship.				Inner Bottom Plating, riveting of Edges				rest 1R, Butts 2R,			
Stringer Plate				straps, single or overlapped for Full, length amidship.				Centre Girder Butts, 3R riveted.				Keelson Butts, riveted.			
Frames, riveted through Plates with 7/8				in Rivets, about 5/4, except apart, deep tanks, after peak, and forward of 3/5 L where 4/8 & fore peak where 3/4 and 4/8											
Rivets, state whether Iron or Steel															
FRAMES extend in one length from tank side bracket to 2nd Dk thence to Upper Dk				State if ordinary or joggled				Ordinary							
REVERSED FRAMES on floor and frames extend from centre to margin plate				State if ordinary or joggled				Ordinary				Tank Top Joggled.			
MASTS, SPARS, &c.															
Material.				Total Length.				Upper Dk.				DIAMETER AND THICKNESS.			
								At Partners.				2nd Heel Dk.			
								Hounds.				Head.			
Fore				Steel				38-0				23 1/4 x 35 24 x 35			
Main				Steel				40-6				23 1/4 x 35 24 x 35			
Mizen															
Bowsprit															
Topmasts, Yards and Remainder of Spars				Pitch Pine											
Rigging, Material and Size, Shrouds				3 1/2 galvanized steel wire								Stays			
Sails.				Suit of								Sails, and the following spare sails			
												Preventers 5 gal. Steel wire			
												Backstays 7 1/2			

EQUIPMENT No. <i>41015</i>			LETTER <i>17</i>			ANCHORS.			TONNAGE U. D. K. OR PLATING No. FOR TRAWLERS		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 31.	Description of Anchor.	Makers.	Where and when tested and Superintendent.			
27612	1st Bower	73 1 14	Stockless	55 10 0 0	72 2 0	Byers Improved Stockless	✓	Sld. 28.6.23 J.H. Butler			
27246	2nd "	73 0 14	do	55 10 0 0	72 2 0	" " "	✓	Sld. 18.9.22 J.H. Butler			
27573	3rd "	62 1 0	do	49 12 2 0	62 0 0	" " "	✓	Sld. 30.5.23 J.H. Butler			
	4th "										
	Collective weight	208 3 0			207 0 0						
27617	Stream	21 2 14	5 1 21	22 1 3 14	20 2 0	Common Forged Wt Iron	S. Taylor & Sons	Sld. 29.6.23 J.H. Butler			
	Kedge										

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	48.2.0	50%	A.B.	19.4.23
	2nd "	47.0.21	46%	T.P.	23.3.23
	3rd "	39.0.7	50%	A.B.	12.4.23
	4th "				

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and Size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire Towline.	Length and Size per Table 31.	Length.	Ins.	Length.	Ins.	Length.	Ins.	Length.	Ins.
13871	300 2 3/8	101 1/2	851.0.7	844.1.0	300 2 3/8 Stud	S Taylor & Sons	Sld. 29.6.23 J.H. Butler	TOWLINE	130 3 1/2	88	130 3 1/2	130	3 1/2	130	3 1/2	130	3 1/2	130	3 1/2
								HAWSERS & WARPS	4 @ 100 2 3/4	15 1/2	4 @ 100 2 3/4								
	120 5	73			120 5	Webster & Co													

Boats 2 Lifeboats 28'0" & 2 @ 22'0"

Pumps, Number 1 One to Fore Peak top

Windlass is Emerson Walker

Engine Room Skylights.—How constructed? Steel plates & angles

Coal Bunker Openings.—How constructed? Steel plates & angles

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 Scuppers each side, 2 FPs each side in Pulverizer and ship then open rails.

Ceiling in Holds, thickness and material 11 x 2 1/2 N.W.

Cargo Hatchways.—How formed? Steel plates and angles

State size No. 1 Hatch (Forward) 27 x 22'0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch In Nos 1, 2, 3 & 4 5 webs, in Nos 5 & 6 4 webs.

Bulwarks, height above deck and description Amidships only 3' 3 1/2 x 25'

The foregoing is a correct description Elsewhere open rails & stanchions

Builder's Signature (there only) *W. D. D. & Sons, Limited*

Surveyor's Signature *A. Fickworth*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

Workmanship. Are the butts of plating planed or otherwise fitted? Yes

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes when fitted. Joggled plating

to plate, &c., conform well to each other? Yes

from the faying surfaces? Yes

Are the butts of Plating, Stringers, &c., properly shifted and lapped? Yes

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes

General Remarks (State quality of workmanship, &c.) This vessel has been constructed in accordance with the approved plans, the Secretary's letters and the Rules. (Revised).

The materials and workmanship are good.

The vessel is propelled by Duxford's Patented Opposed Piston Oil Engine, and is fitted with a duct keel.

The fore main hold, lower tween decks in way of same and a portion of the forward upper tween decks are insulated as described in Rpt. 17.

The approved plans (16) and forging reports (4) are forwarded herewith.

The vessels specification, agreed to by the Owners provides for the application of the Revised Rules.

Bottom examined in dry dock May 15th and found sound and watertight.

Sister vessel :- M.V. "Pacific Shipper"

The Surveyor should state the Number of Report and Name of any Sister Vessel.

Plans to be forwarded with F.E. Report showing vessel as built.

Freeboard Fee £12.0.0

The amount of Entry Fee £10.0.0

Special Survey Fee £357.12.0

Travelling Expenses, if any £

Fees applied for, 14 MAY 1924

Received by me, *W. D. D. & Sons, Limited*

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 A-1 Complete Superstructure.

With, or without Freeboard, as condition of Class With Freeboard

Committee's Minute FRI. MAY. 23 1924

Character assigned 100 A-1 with freeboard

Lloyd's 206 P.

Wm. D. D.

A. Fickworth

Surveyor to Lloyd's Register of Shipping.

SUNDERLAND Date of issue 23/5/24

+ 206 5 24 C.L.

oil engines

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Lloyd's Register Foundation

2/2

W234-0042

GENERAL REMARKS—(continued).

BULKHEADS					Frames Single or Double	Watertight to Height of
Position	Plating.	Stiffeners				
		Horizontal	Vertical	Spacing		
After Peak	.40 to .30 .75 in way of stern tube	Semi box beam & Tunnel Recess Top	8 x 3 x 52 B.A. 7/2 x 3 x 40 BA	24 24	Single	2nd DK.
After Main	.26 to .37	✓	[15 x 4 x 4 x .41 .62	30	Single	2nd DK
Deep Tank	.40 to .30	Tunnel Recess	[15 x 4 x 4 x .59 & .62 with 4 x 4 x .59 reverse 8 x 3 x 40 BA above Recess 8 1/2 x 3 x 46 " below Recess	23 1/2 21 1/2	Single	2nd DK
Engine Room After End Bulkhead	.40 to .30	✓	8 x 3 x 40 BA centre [15 x 4 x 4 x .59 & .62 4 x 4 x .59 reverse	21 1/2 23 1/2	Single	2nd DK
Engine Room Forward End	.40 to .30	✓	[15 x 4 x 4 x .59 & .62 4 x 4 x .59 reverse	24	Single	2nd DK
Fore Main	.38 to .26	3rd Deck see Amended Profile	[12 x 3 1/2 x 3 1/2 x .80 & .375 5 1/2 x 3 x .32 OA above 3rd deck	30 30	Single	2nd DK
Collision	.44 to .26 Tank end .50	2 semi box beams Fore Peak Tank Top and Decks	7 x 3 x 50 BA in Tank 6 x 3 x 34 do to 2nd DK 4 x 3 x 30 OA to Upper DK	24 24 24	Single	Upper DK
Centre Line Bulkhead	.30	All as per Approved Profile and Amended Fore End App'd Profile	7 x 3 x 46 BA 8 x 3 x 46 " 8 x 3 x 46 " 10 x 3 1/2 x 44 " 10 x 3 1/2 x 60 Double at all terminations	32 1/2 32 1/2 32 1/2 27 27	✓	2nd DK 3rd DK

Plating of Watertight Bulkheads increased .04 on bottom Strake & .10 at Bilges.

Forward Deep Tank Bulkhead	.40 to .30	3rd DK on fwd side 10' 6" below 2nd DK	[15 x 4 x 4 x 48 & .62 in lieu of 14 x 4 x 4 x 58 & .62	24	Single	2nd DK
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 41 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *Complete Superstructure with tonnage opening*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) *2 Dks. (Stl.) 3rd DK. (Stl.) in nos 1 & 2 holds.*
Official No. *147652*; Signal Letters _____ State if Machinery is fitted aft *no.*
How are the surfaces preserved from oxidation? Inside *Paint, Cement fillets in d.b. on edges & butto of shell. Bilge pockets - bitumastic* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. *Cellular System*

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.	
	Feet.	Tons.			Feet.	Tons.		
Double bottom, aft,	116 - 5½	336	Fore peak tank, After peak tank, Deep tank, aft, Deep tank, forward, Other tanks, if fitted, (If necessary, furnish further information by sketch.)	22 - 0½	120	20 - 0 16 - 3 21 - 8	126 614 996	
Double bottom, under Engines and Boilers,	89 - 4½	438		20 - 0	126			
Double bottom, if under Engines only, <i>for Fresh Water</i>	8 - 1½	42		16 - 3	614			
Double bottom, if under Boilers only,				21 - 8	996			
Double bottom, forward,	138 - 10	468	Total capacity of double bottom <i>333</i>					
		1284						State whether the above have been tested as required by the Rules. <i>Yes</i>
<i>2 Cofferdams in E.R. double bottom 32½' long tested under water pressure length not included in the above.</i>								

Order for Special Survey No. *5536*
Date *7. 3. 23*
No. *578* in builder's yard.
Days of Surveys held while building *19.23. Mar. 13.14.20.23.26. Apr. 6.12.16.19.23.27. May. 1.3.8.9.14.17.25. June. 1.7.12.19.23. July. 5.11.16.20.24.27. Aug. 12.16.18.24.26. Sep. 10.19.21.25.27. Oct. 4.8.10.12.16.18.24.26. Nov. 13.27. Dec. 10.12.24.27. Jan. 7.8.10.14.16.18.22.24.28.29.31. Feb. 4.5.8.12.13.15.19.21.26. Mar. 17.20.24.27. Apr. 2.7.10.15.17.29. May. 1.2.9.12.13.14.15.*

Surveyor's Signature

Register Foundation
Total No. of Visits *90*