

STEEL STEAMER OF MOTORSHIP.

Received at London Office 17 SEP 1927

State if Report has been sent on the Freeboard of the Vessel ☒ YesState if Report is sent on the Machinery of the Vessel ☒ Yes

Date of completion of report

Port of Glasgow

No. 47018

Survey held at Glasgow

Date First Survey 2nd Mar 1926 Last Survey 8th September 1927

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw Motor Vessel

"PACIFIC RELIANCE"

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings)

Complete Superstructure (with Tonnage Opening) Date Type of Erections Forecastle.

TONNAGE under Tonnage Deck

6022.28

CLASS +100 A1

State if with freeboard as condition of Class ☒ Yes

Built at Glasgow

Do. of space of 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 435.0

Breadth (greatest moulded) B 60.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 42.0

1st Longitudinal Number (L x D) Intermediate

2nd Numeral L x (B + D) Type.

Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.66

Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.38

Do. Long Bridge to top of keel

Draught Moulded 27.23

Launched 28th June 1927. Yard No. 14

Builders Blythwood S.B. Co Ltd

Owners Norfolk and North American Steam

Shipping Co

Managers J. & W. L. Co Ltd

Residence

Port of Registry London

If surveyed while building, afloat, or in dry dock

☒ Yes

REGISTERED DIMENSIONS.

FEET.

435.9

60.25

29.05

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.
ES, Spacing amidships	34				Bracket Floors, Frame				
" from 1/2 length to Collision bulkhead	27				" " Reversed Frame				
" in peaks	24				" " Vertical Struts				
FRAMING.					Centre Girder, depth and thickness amidships	49	x	62	
ne Amidships, Angle, E or C	12	3 1/2	46		" " top Angles	7 1/2	3 1/2	56	
" Extends up to	2 1/2	8 1/2			" " bottom Angles	5	5	66	
rsed Frame Amidships, Angle					Side Girders, No. each side and thickness	200	x	144	
" " Extends up to					Margin Plate depth (excl. of flange) and thickness	47	x	56	
h of Framing Girder	12				" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6	6	52	
es in Uppermost Continuous 'tween Decks, Angle, E or C	8	3 1/2	44		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 1/2	6 1/2	58	
" Second 'tween Decks, Angle, E or C					" " Gussets, spacing and scantling abaft 1/2 len. from stem	Cont.		44	
" Third " " " "					" " Gussets, spacing and scantling forward 1/2 len. from stem	Cont.		44	
ing in Peaks, Angle or C	9	3 1/2	48		Tank Side Brackets, height above base line at toe of Frame and thickness	7-6	x	52	
eter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	@	5/4		INNER BOTTOM PLATING.				
if Frame Joggled	Yes				Breadth and thickness of Middle Line Strake	56	x	56	
NG ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMING				Thickness of remainder in Holds	48	6	42	
GTHERING OF BOTTOM FOR- ARD. State Particulars	Frame 6 x 6 x 56				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?	Yes			
E BOTTOM.					BEAMS.				
s, Depth and thickness at mid-line in Holds					Uppermost Continuous Deck, amidships	9	3 1/2	42	
Height of Brackets at side above base line at toe of frame					" " in Wells, Angle, E or C				
le Line Keelson, on Floors, Angles, E or C					" " in way of Bridge, Angle, E or C				
" " Through Plate or Intercoastal Plate					Spacing	34			
" " Foundation Plate on Floors					Second Deck, amidships, Angle, E or C	10 1/2	3 1/2	52	
" " Flat Plate Keel Angles					Spacing	34			
Keelsons, No. each side					Third Deck, amidships, Angle, E or C	10 1/2	3 1/2	52	
" thickness of Intercoastal Plate					Spacing	34			
" Angles					Fourth Deck, amidships, Angle, E or C				
LE BOTTOM.					Spacing				
id Floors, thickness and spacing	44	@	34		Poop Deck, Angle, E or C				
" Are Frame and Reversed Frame joggled?	Yes				Spacing				
Bracket Floors, breadth and thickness at middle line					Bridge Deck, Angle, E or C				
" breadth and thickness at margin plate					Spacing				
					Forecastle Deck, Angle, E or C	8	3 1/2	46	
					Spacing	27	@	24	

ANCHORS.

Date.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.			Description of Anchor.	Makers.	Where and when tested and Superintended.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.					
9	1st Bower	77	2	1 1/2		✓		67	12	2	0		Byers Improved Pattern	✓	Sundland 27 th May 27 J. H. Butler		
✓	2nd "	77	0	0		✓		57	5	0	0		Do	✓	Do 27 th May 27 Do		
2	3rd "	66	2	0		✓		51	5	0	0		Do	✓	Do 28 th May 27 Do		
	Collective weight.	220	0	1 1/2								219 1/2					
	Stream	21	3	24	5	2	6	22	7	2	0	22.	Ordinary 2 nd Iron	R. Sykes, Dundee	Crosby North 19 th Mar 27 S. C. Paul		

CHAIN CABLES.												HAWERS AND WARPS.								
Date.	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 Superintended.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.		Length and Size per Table 53.	
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.	Length.	Cir.		
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Tons.	Fathoms.	Inch.
✓	300	2 1/2	106.9	149 5/8	890-3-0		890 1/4		300	2 1/2	Sundland	R. Sykes, Dundee	Crosby 17 th Mar 27	TOWLINE	120	5 1/2	7 1/2	130	5	5 3/4
													As above.	HAWERS & WARPS	90	5 1/2	26	2-100	2 1/2	
															2-90	3	18	2-100	2 3/4	
sun dried	120	5	59						120	5					2-90	2 1/2	12 1/2			

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, the Secretanys letters of various dates and in conformity with the Societys rules. The materials and workmanship are good. The Double bottom tanks and deep tanks and peaks have been tested as required by the rules. The weather decks, bulkheads and tunnels have been tested with satisfactory results. The forepeak bulkhead and the tanks cut in on the vessel side. The bottom forward of $3\frac{1}{2}$ ft length has been strengthened in accordance with the rules. The deep tank is constructed to carry oil F.P. above $150^{\circ} F$ and Section 35 of the rules (1926-7) Complied with as far as applicable. The Bottom is Part Covered Nos 2, 3, 5 & 6. Lower two decks insulated.

The approved plans as noted on back of report are forwarded herewith.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. $\frac{1}{16}$		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.							
FLAT PLATE KEEL	56 $\frac{3}{8}$.88	.78	.78		Double	1	3 $\frac{3}{4}$	Four	1	4
" <u>Base (if any)</u>	✓	In. web Deck 1.06 Keel				✓			✓		
BOTTOM PLATING, No. of Strakes ... <u>Turns</u>	75	.70	.52	.52		Double	$\frac{7}{8}$	3 $\frac{1}{2}$	Four	$\frac{7}{8}$	3 $\frac{1}{2}$
BIDGE PLATING, No. of Strakes ... <u>Rev.</u>	82	.70	.52	.52		Double	$\frac{7}{8}$	3 $\frac{1}{2}$	Four	$\frac{7}{8}$	3 $\frac{1}{2}$
SIDE PLATING, No. of Strakes ... <u>Rev.</u>	81	.68	.49	.49		Double	$\frac{7}{8}$	3 $\frac{1}{2}$	Three	$\frac{7}{8}$	3 $\frac{1}{8}$
UPPER DECK, Sheer-strake in Wells	53	.73	.49	.49		Double	1	3 $\frac{3}{4}$	Four	1	4
UPPER DECK, Sheer-strake in Bridge ...	✓	-	-	-							
STRAKE BELOW Sheer-strake in Wells	56	.70	.49	.49		Double	1	3 $\frac{3}{4}$	Four	$\frac{7}{8}$	3 $\frac{1}{2}$
STRAKE BELOW Sheer-strake in Bridge ...	✓	-	-	-							
POOP SIDE PLATING	✓	-	-	-							
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			.44			Single	$\frac{3}{4}$	3	Two	$\frac{3}{4}$	2 $\frac{5}{8}$

Total No. of W.T. BULKHEADS IN STEEL																																																															
Extending to Upper Deck (Sec. 3 a) 7 RH GA BH 16 Weather DK.																																																															
" Deck next below 6 BH 16 2nd DK.																																																															
As per Rule Seven.																																																															
<table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="4">STIFFENERS.</th> </tr> <tr> <th colspan="2"></th> <th colspan="2">VERTICAL.</th> <th colspan="2">HORIZONTAL.</th> </tr> <tr> <th colspan="2">Plating Thickness.</th> <th>Scantlings.</th> <th>Spacing.</th> <th>Scantlings.</th> <th>Spacing.</th> </tr> </thead> <tbody> <tr> <td>MIDSHIP BULK'D,</td> <td>Upper tween decks</td> <td>✓</td> <td>✓</td> <td></td> <td>✓</td> </tr> <tr> <td>"</td> <td>108 " Second "</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>"</td> <td>" Third "</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>"</td> <td>" Holds</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>COLLISION</td> <td>" (in Hold)</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>AFTER PEAK</td> <td>" "</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>												STIFFENERS.						VERTICAL.		HORIZONTAL.		Plating Thickness.		Scantlings.	Spacing.	Scantlings.	Spacing.	MIDSHIP BULK'D,	Upper tween decks	✓	✓		✓	"	108 " Second "	✓	✓	✓	✓	"	" Third "	✓	✓	✓	✓	"	" Holds	✓	✓	✓	✓	COLLISION	" (in Hold)	✓	✓	✓	✓	AFTER PEAK	" "	✓	✓	✓	✓
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AFTER PEAK	" "	✓	✓	✓	✓																																																										

amount of Entry Fee £ 10 : 0 : 0
 Special Survey Fee.... £ 367 : 18 : 6
 Travelling Expenses, if any £
 whether the Vessel has been built under Special Survey
 Date of issue
 Date of issue
 Committee's Minute
 Character assigned
 Lloyd's A.C.P.
 Oil Engines
 Lloyd's Register of Shipping

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 Plans should be embodied.)

List of Plans herewith—

Midship Section

Midship Section (as built)

Profile
Middle line bulkhead.
Deep Tank
Rudder and Stem frame
Cargo doors
Pillars under tunnel
Engine Casing
After end framing
Machinery Sentries No 1
Do No 2
Pillars & Girders
Pillars & web in Engine Room
Cargo Hatch
~~Modification to Lower Deck beams~~
Pillar Heads.

Strengthening of Bottom Forward
Girders in Deep Tank
Deep Tank Air pipes
Tonnage Bulkheads.
Forward end arrangement
Gusset plate
Midship deckhouse.
Tunnel escape.
Boat Deck.

Tank side brackets
Shaft tunnel
Shaft brackets
Recesses at after end of engine room
Oil fuel tanks at side of tunnel
Bossed frames
Bulkheads in way of tunnel
Deep tank Hatch
Augmented Deep tank Hatch
Bilge and Ballast arrangement.
Insulated spaces.

Please return these plans for use

during Construction of Sister Vessel

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

1st Bower	45 - 2 - 26	K.H.	4355	11 th Feb 1927
2nd "	46 - 1 - 24	K.H.	4451	15 th Mar 1927
3rd "	37 - 0 - 1	K.H.	4557	26 th April 1927

Weights including pin bolts.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge 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)

3 De. Steel

Official No. 149888 ; Signal Letters K. W. L. G.

Is bottom of Vessel coated with cement water tank only

particulars of composition

Pt. Cu.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	W
	Feet.	Tons.		Feet.	
Double bottom, aft, <i>TO FORE END NO 6 TANK</i>	<i>133'-2"</i>	<i>380.5</i>	Fore peak tank,	<i>23.0</i>	
Double bottom, under Engines and Boilers,	<i>✓</i>	<i>"</i>	After peak tank,	<i>21.5</i>	
Double bottom, if under Engines only,	<i>31'-2"</i>	<i>175.2</i>	Deep tank, aft,	<i>28.3</i>	
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	Deep tank, forward,		
Double bottom, forward, <i>TO AFTER END NO 4 TANK</i>	<i>210'-3"</i>	<i>924.4</i>	Other tanks, if fitted, <i>OIL TANKS AT TUNNEL SIDES</i>	<i>48.2</i>	
<i>TOTAL LENGTH OF DOUBLE BOTTOM = 380'-3"</i>		Total capacity of double bottom	(If necessary, furnish further information by sketch.)		
<i>TOTAL CAPACITY DO DO SALT WATER = 1480 TONS</i>		*The wells are not to be included in the lengths of <i>the tanks</i> .			

Order for Special Survey No. 5764

Date 14.5.26

Dates of Surveys held while building

1926 Mar 2.9.12.23.26.30 Apr 7.19.20.16 May 3.6.7.10.13.14.17.19.21.25.26.27 Jun 1.3.9.10
July 6.14 Aug 19 Oct 4 Nov 10.11.12.17.18.25 Dec 13 (1927) Jan 14.19.26.27.28.31 Feb 1.2.3
10.11.14.15.16.17.18.21.22.23.24.28 Mar 1.2.3.4.8.10.7.16.17.18.21.23.24.28.30.31 Apr 1.4.6.7
15.20.22.26.29 May 3.5.10.11.13.17.18.19.23.26.30 Jun 2.6.7.13.17.22.23.28
July 6 Aug 20.30 Sep 3.5.7.8

Total No. of Visits