

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *Feb 17/41* When handed in at Local Office *Feb 17/41* Port of *New York*
 No. in Survey held at *Arbokum, N.J.* Date, First Survey *23rd Dec.* Last Survey *22 January 1941*
 Reg. Book. *80993* on the *Wood, Iron or Steel* *S/S 'PACIFIC'* (No. of Visits *12*)

TONNAGE: Built at *San Francisco* By whom *Union Iron Works Co.* When *1915* MONTH *11*
 GROSS *6034* Owners *JOHN I. JACOBS & Co. Ltd.* Owners' Address *LONDON*
 UNDER DE. *5374* Managers *---* Port belonging to *---*
 NET *4380*

Surveyed Afloat or in Dry Dock? *Land* Name of Dock *Bethlehem Steel Co.* Destined Voyage *---*

Cell D B or D B a feet; u E & B feet; feet feet
 total capacity tons. F.P.T. tons. A.P.T. tons. M.T. feet tons.

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

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

Last Report, No. *7150* Port *Bal*

Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules and items remaining to complete the Survey should be summarized. State clearly the nature 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 summarized 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.

Where the Surveyor has not made a special damage report he is required to state whether he entered his services for this purpose and to whom and why they were declined

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Deller Surveys (including date of N.B., if any).
<i>+100 A1</i>	<i>+LMC</i>
<i>8.40.</i>	<i>MS 7.39.</i>
<i>SS NYK No 3-7.39.</i>	<i>BS 8.40.</i>
	<i>CL 12.39.</i>
	<i>Fitted for oil fuel 11.15</i>
	<i>FP above 150°F.</i>

Society's Freeboard (if assigned) as painted on Ship and now verified *6 ft. 9 3/4 in.*

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR *Drinking, Repair, putrand.*

Ind done. The vessel placed on dry dock, bottom & rudder, cleaned examined & rebrated, now good. Anchors & Cables ranged & Chain locker examined - now good. Shell plating Starboard side indented (S.R.H.I.S.T.) Plates No 7 in T-Strake & No 7 in K-Strake indented, now removed, faired & refitted. Plates No 8 in T-Strake & No 1 in K-Strake indented, now partly released & faired in place. Two longitudinal frames in way bent, faired in place. Tween deck angle in way of above bent, cropped partly removed, faired & refitted. Tween deck stringer plate set down on outboard edge, faired in place. Cargo bottoms removed to effect repairs & replaced in good order. Completed repairs here tested made & proven tight. DEEP TANK. (S.R.H.I.S.T.) While testing the deep tank the forward bulkhead bulged.

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

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

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 eligible, in my opinion, to remain as classed with fresh record of Survey 1-41.

Survey Fee (per Section 20) <i>B.M. Survey \$ 80.00</i>	Fees applied for, <i>3-1-15/41</i>
Special Damage Repair Fee (if any) <i>To old owner 9% \$ 75.00</i>	Received by me, <i>9-1-15/41</i>
Travelling Expenses (if chargeable)	
Second Surveyor's Fee (if any)	

Committee's Minute *NEW YORK FEB 16 1941*

Character Assigned *100 A1*

Fitted for oil fuel 11.15 F.P. above 150°F.
T.S. 12.40.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

W67-0153 (1127)

New York.

Continuation of Report No. 40819 dated Feb 17, 1941 on the

S/S "PACIFIC"

bending the Afterwards bulbaugle stiffeners and buckling the plating of the Vertical stiffeners. All forward bulkhead stiffeners & plating now released as necessary, five transverse stiffeners faired in place. Two Vertical (1 port, 1 starboard) removed & renewed. A new Vertical girder made & installed at Center line on fwd side of bulkhead, in Cargo hold. (Please see drawing attached). The Port & Starboard Settling tanks & No 3 DB tank in way of deep tank tested & proven tight. Deep tank afterwards tested to rule requirements made & proven tight.

Tanks at Side of Shaft tunnel (S.R. List) now tested made & proven tight. No 2 Shell plate in bilge strake examined & found good.

?? Vessel now sunk
no action

Minor repairs effected.

Subsided Verified.

S.R. LIST D.T. & tanks at sides of tunnel to test before being used as tanks
Indented Shell plating (SS) just fwd of bridge
No 2 plate in bilge strake.

All items now dealt with as noted above. The above items may now be deleted from the S.R. List.

mo.

467-0153(2/2)



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