

Date of writing Report 18. 11. 1940 When handed in at Local Office 18. 11. 1940 Port of Feith.  
No. in Survey held at Feith. Date, First Survey 19. 8. 1940 Last Survey 12. 11. 1940  
Reg. Book. on the Wood-iron or Steel M.V. "PACIFIC PRESIDENT" (No. of Visits (49.)  
91206

TONNAGE:—	7113	Built at	KIEL	By whom	DEUTSCHE WERKE KIEL AG	When	1928	YEAR.	3	MONTH.
GROSS	6388	Owners	FURNESS WITBY & CO. LTD.	Owners' Address	(if not already recorded in Appendix to Register Book).					
UNDER DECK	4288	Managers		Port belonging to	LONDON.					
NET				IMPERIAL DRY DOCK						

Surveyed Afloat or in Dry Dock? BOTH						Name of Dock IMPERIAL WET DOCK		Destined Voyage	
UDBorDBa		feet;	UE&B	feet;	f	feet	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)		
Capacity tons		FPT	tons	APT	tons	MT			

CHARACTER.		Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		
† 100A1 WITH FREEBOARD	† L.M.C. CS	2.38
3.30		5.30

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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 *Yes*.

Society's Freeboard (if assigned) as painted on Ship and now verified } 4 ft. 7  $\frac{3}{4}$  ins.

Not Required

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage and completion of S.S. No. 3.

essel placed in drydock. bottom and rudder cleaned, examined and afterwards coated.

mage ①. Stated to be due to the rudder watcher control spindle pin working out;  
Halifax N.S. report 3144; and New York report #0213 re rudder stop angles.  
Rudder angles failed and 12 rivets and new wood face had fitted

page 2 stated to be due to collision with SS. "HOVE", when approaching the South Downs  
December 11<sup>th</sup> 1939. See London report dated 18.12.39 No. 108126.

2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> strakes in way, below sheerstrake, faired in place; one bracket under upper

STORY OF DAMAGE REPAIRS:—	Shell Plates.	Frames. <i>Bottom</i>	R. Frames. <i>Bottom</i>	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	62	108	19	80, 18 part	✓	1	✓	as per report.
Removed and Faired or Repaired ... ..	7	11	10	2		3		
Faired or Repaired in place ... ..	10	2	4	7				

ENT CONDITION OF THE			
ing of Decks .....	<i>Good</i>	Bulkheads .....	<i>Good</i>
ags .....	<i>Good</i>	Ceiling.....	<i>Good</i>
& Fastenings .....	<i>Good</i>	Cement or Asphalt <i>In various tanks.</i>	<i>Good</i>
e Plating .....	<i>Good</i>	Rudder .....	<i>Good</i>
,, in way of sidelights.....	<i>Good</i>	Steering gear and its connections .....	<i>Good</i>
s .....	<i>Good</i>	Windlass .....	<i>Good</i>
e Frames .....	<i>Good</i>	Have pumps been examined and found efficient? .....	<i>✓</i>
udinals .....	<i>Good</i>	Have Sluice Valves been examined and found efficient? .....	<i>✓</i>
orses.....	<i>Good</i>	Have Watertight Doors been examined and found efficient? .....	<i>Good</i>
s .....	<i>Good</i>	Have Ventilators and their Coamings been examined and found efficient? .....	<i>Yes</i>
rs.....	<i>Good</i>	Air and Sounding Pipes.....	<i>Good</i>
ottom Plating.....	<i>Yes</i>	Doubling Plates under Sounding Pipes .....	<i>Good</i>
ie Tanks been examined internally? .....	<i>Yes</i>		
ie Tanks been tested? .....	<i>Yes</i>		
		Engine Room Skylights.....	<i>Good</i>
		Coal Bunkers, Openings, Covers, &c. ....	<i>Good</i>
		Oil Bunkers.....	<i>Good</i>
		Scuppers .....	<i>Good</i>
		Cargo Hatchways .....	<i>Good</i>
		Hatches .....	<i>Good</i>
		Planking .....	
		Caulking .....	
		Treenails .....	
		Breasthooks & Stemson .....	
		Transoms, Pointers & Crutches .....	
		Timbers of Frame at openings .....	
		" " at other places .....	
		Stringers, Clamps & Shelves .....	
		Salting .....	(State if examined.)
		Copper, or I.M. ✓ (state if on Felt.)	
		When fitted, Month ✓ Year ✓	
		Boats .....	<i>Good</i>
		Masts, Yards, &c. ....	<i>Good</i>
		Condition, how ascertained <i>like examination</i> (state if wedges removed) <i>d +</i>	
		Equipment letter .....	
		Anchors, No. of <i>3 B. 1st.</i>	
		Cables (State if now ranged) <i>yes</i>	
		,, length <i>300 fms</i> mean diamr. <i>2 1/32</i>	
		(on board)	
		,, Rule length <i>300 fms</i> size <i>2 1/16</i>	
		Chain Locker .....	<i>Good.</i>
		Hawsers & Warps.....	<i>Good.</i>
		Standing and Running Rigging.....	<i>Good.</i>
		Sails .....	<i>✓</i>

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, so far as now seen, is in an efficient condition, and requires in my opinion, to remain as now classed in the Register Book, with fresh record of Survey 10.40, and the Totation of S.S. Lth. 11.3. 10.40.

23 : 0 : 0 Fees applied for.

Special Damage or Repair Fee (if any).....£ 105 0 : 0

Travelling Expenses (if chargeable) .....£

Second Surveyor's Fee (if any).....£

Committee's Minute

Character Assigned *100% Spl. Cond. 100%*  
*S.F. 40 With Freeboard*

Write ~~to~~ S. J. No. 3-11. 40 + dmc Ch. 11. 40 for cons  
1954 4/4/10



M.V. "PACIFIC PRESIDENT" Page 2.

deck, removed, faired and replaced; one frame cropped and part renewed, butt welded and bosom bar fitted.

Damage ③. Stated to be due to contact with East Ham Lock on 16<sup>th</sup> Jan. 1940.  
Now Done. Stem port side: "H" strake No. 22 plate, removed, faired and replaced; adjacent plate faired in place; one frame cut and part renewed.

Damage ④. Stated to be due to contact with West Dolphin, East Ham Locks on 16<sup>th</sup> Jan. 1940.

Now Done: Port side in way of No. 3 hold: "K" strake No. 14 plate faired in place.

Damage ⑤. Stated to be due to bombs being dropped in the vicinity of the vessel, whilst on a voyage from London to Methil on Jan. 13<sup>th</sup> 1940.  
Now Done. All shell and beam knee rivets small hammer tested in way of engine room and deep tank.

Damage ⑥. Stated to be due to vessel going aground at Inchkeith Island, on July 17<sup>th</sup> 1940.

Now Done:

SHELL PLATING: KEEL:

Fore foot plates fractured and set up; fore foot plates renewed.

Nos. 1, 2, 3, and 4 keel plates fractured and set up; Nos. 5, 6, and 7 plates badly set up; No. 10 plate set up at starboard landing.

Nos. 1, 2, 3, 4, 6, and 7 keel plates renewed; No. 5 plate removed, faired and replaced; No. 10 keel plate faired in place.

STARBOARD SIDE: "A" STRAKE:

Nos. 1, 2, 3, 4, 5, 6 and 7 fractured and buckled; No. 8 plate set up aft;

No. 9 plate sharply set up; Nos. 10 and 11 plates buckled and fractured.

Nos. 1, 2, 3, 4, 5, 6 and 7 plates renewed; Nos. 8 and 9 plates cropped, two new butts raised, and a new plate 10'-0" in length fitted; Nos. 10 and 11 plates renewed.

"B" STRAKE:

No. 1 plate set up aft; Nos. 2, 3, 4, 5, 6 and 7 plates set up and fractured;

No. 8 plate sharply set up; Nos. 9 and 11 plates set up, scored and fractured.

No. 1 plate, removed, faired and replaced; Nos. 2, 3, 4, 5, 6 and 7 plates renewed; No. 8 plate faired in place; Nos. 9 and 11 plates renewed.

"C" STRAKE:

Nos. 2, 3, 4, 5, 6 and 10 plates badly set up; all renewed.

"D" STRAKE:

No. 1 plate set up aft; Nos. 2, 3, 4 and 5 plates set up and fractured.

No. 1 plate renewed; Nos. 2, 3, 4 and 5 plates renewed.

"E" STRAKE:

Nos. 1 and 2 plates set up and fractured; Nos. 1 and 2 plates renewed.



M.V. "PACIFIC PRESIDENT." PAGE 3.STEM BAR.

Stem bar buckled, bruised and broken at lower turn.

Stem bar removed, furnace, faired and replaced; scarf heated and faired in place; side angles furnace, faired and replaced in stem bar.

SHELL PLATING: PORT SIDE: "A" STRAKE:

Nos. 1, 2, 3, and 4 plates badly set up; Nos. 5, 6 and 7 plates badly set up and fractured; No. 8 plate indented.

Nos. 1, 2, 3, 4, 5, 6 and 7 plates renewed; No. 8 plate faired in place.

"B" STRAKE:

Nos. 1, 2, 3, 4, 5 and 6 plates set up and ruptured, and all renewed.

"C" STRAKE:

No. 1 plate lower landing set up; Nos. 2, 3 and 4 plates set up and fractured;

No. 5 plate badly set up;

No. 1 plate removed, faired and replaced; Nos. 2, 3, 4 and 5 plates renewed.

"D" STRAKE:

No. 1 plate set up and scored; Nos. 2, 3, 4 and 5 plates set up and fractured;

No. 1, 2, 3, 4 and 5 plates renewed.

"E" STRAKE:

No. 1 plate indented; No. 2 plate set up and fractured.

No. 1 plate removed, faired and replaced; No. 2 plate renewed.

"F" STRAKE:

Lower landing of plates in way, faired in place.

PORT SIDE: Flat of bottom in way of No. 6 ballast tank, landing of "C" and "D" shell plates, set up and leaking for two frame spaces; landing faired in place.

Bilge keel:

Port and starboard sides, removed, faired and replaced.

FLOORS: PORT SIDE: NUMBERED FROM FORWARD.

Nos. 6, 8, 9, 10 and 11 floors faired in place; No. 12 part renewed; Nos. 13, 14, 15 and 16 renewed; No. 19 faired in place; floors Nos. 20 to 62 inclusive renewed; No. 64 part renewed; No. 67 floor part renewed.

FLOORS. STARBOARD SIDE:

Nos. 13, 14, 15 and 16 renewed; Nos. 17 and 18 floors, removed, faired and replaced; floors Nos. 20 to 46 inclusive renewed; floors Nos. 47 to 58 inclusive, cropped and wing portion only renewed; No. 59 floor renewed; Nos. 60, 61, 62 and 63 floors, cropped and part renewed; No. 89 floor faired in place.

BOTTOM FRAMES. PORT SIDE. FROM FORWARD.

Nos. 6 and 8 frames faired in place; Nos. 9, 10, 11 and 12 frames part renewed;

Nos. 13, 14, 15 and 16 frames renewed; No. 19 removed, faired and replaced;

Nos. 20 to 59 frames inclusive, renewed; Nos. 60 and 61 removed, faired and replaced, and part renewed also; No. 62 renewed; No. 63 and 64 part renewed; No. 67 part renewed.



M.V. "PACIFIC PRESIDENT" PAGE. 4.BOTTOM FRAMES: STARBOARD: FROM FORWARD.

Nos. 6, 7 and 8 frames faired in place; Nos. 9, 10, 11 and 12 frames cropped and part renewed; Nos. 13, 14, 15 and 16 renewed; Nos. 17 and 18 removed, faired and replaced; Nos. 20 to 59 frames inclusive renewed; Nos. 60 and 61 part renewed; No. 62 renewed; No. 63 part renewed; Nos. 66, 67, 68 and 69 frames renewed; Nos. 89, 100 and 101 frames removed, faired and replaced.

REVERSE FRAMES (BOTTOM). PORT SIDE.

Nos. 13, 14, 15 and 16 removed, faired and replaced; Nos. 26, 27 and 28 frames removed, faired and replaced; Nos. 45 to 53 inclusive, renewed.

REVERSE FRAMES. STARBOARD:

Nos. 13, 14, 15 and 16 reverse frames, rivets set up; No. 28 removed, faired and replaced; No. 29 renewed; Nos. 32 and 33 removed, faired and replaced; Nos. 38, 39 and 40 frames cropped and part renewed; No. 68 renewed.

CENTRE GIRDER.

Nos. 1, 2, and 3 plates renewed; keel angles in way renewed.

DUCT KEEL. PORT SIDE.

No. 1 plate faired in place; No. 2 plate removed, faired and replaced; No. 3 plate renewed; bottom angle renewed for about 25'-3" in length; top angle removed, faired and replaced.

DUCT KEEL. STARBOARD SIDE.

No. 3 plate renewed; bottom angle renewed for about 23'-6" in length; top angle removed, faired and replaced.

INTERCOSTALS. PORT SIDE. INBOARD LINE:

Nos. 12 to 21 inclusive cut off for access and replaced; Nos. 21 to 23 removed, faired and replaced; Nos. 24 to 33 renewed; Nos. 34 to 40 removed, faired and replaced; No. 41 renewed.

2<sup>ND</sup> LINE OF INTERCOSTALS.

Nos. 29 to 36 removed, faired and replaced; No. 37 renewed; Nos. 38 to 40 removed, faired and replaced; No. 41 renewed; No. 42 removed, faired and replaced; Nos. 43 to 45 renewed; Nos. 46 to 55 renewed; Nos. 56 and 57 removed, faired and replaced; No. 58 renewed; Nos. 59 to 62 removed, faired and replaced.

3<sup>RD</sup> LINE OF INTERCOSTALS.

Nos. 30 to 35 renewed; 35 and 36 cut off for access and replaced; Nos. 38 to 42 renewed; No. 43 removed, faired and replaced; No. 44 renewed; Nos. 45 and 46 removed, faired and replaced; No. 47 renewed; No. 48 removed, faired and replaced; No. 49 renewed; No. 50 removed, faired and replaced; Nos. 51 to 53 renewed; Nos. 54 to 57 removed, faired and replaced; Nos. 58 and 59 renewed; Nos. 60 to 61 removed, faired and replaced; No. 62 renewed; No. 64 removed, faired and replaced.

INTERCOSTALS: STARBOARD SIDE: INBOARD LINE.

Nos. 13 to 17 removed for access and replaced; Nos. 21, 22 and 24 removed, faired and replaced; Nos. 24 to 30 renewed; Nos. 31 to 33 removed, faired and replaced; Nos. 34 to 41 renewed.



M.V. "PACIFIC PRESIDENT" Page 5.INTERCOSTALS: STARBOARD SIDE: 2<sup>nd</sup> LINE:

Nos. 28 to 41 renewed; Nos. 42 to 47 removed, faired and replaced; Nos. 59, 66, 67 and 68 removed, faired and replaced; No. 69 renewed; Nos. 89, 100 and 101 removed, faired and replaced.

3<sup>rd</sup> LINE OF INTERCOSTALS:

Nos. 30 to 33 renewed; No. 34 and 35 removed, faired and replaced; Nos. 36 to 41 renewed; No. 42 to 46 removed, faired and replaced; from No. 47 to 59 girders fitted continuous and floors cropped, and double angles fitted connecting girders to floors. No. 66 and 67 removed, faired and replaced; No. 68 renewed; No. 69 removed, faired and replaced.

TANK SIDE LUGS: PORT SIDE.

7 tank side lugs removed, faired and replaced; 3 lugs renewed.

STARBOARD SIDE:

2 tank side lugs renewed.

TANK TOP PLATING. No 2 HOLD. PORT SIDE.

"A" STRAKE No. 2 plate, removed, faired and replaced; "B" No. 2 plate, removed, faired and replaced; "B" No. 3 plate crop and part renew; "B" No. 4 plate, removed, faired and replaced; doubling plate under pillars, removed, faired and replaced; angle base ring re-riveted.

STARBOARD SIDE. No 2 HOLD.

"B" strake No. 2 plate crop and part renewed; "A" No. 1 plate faired in place.

MARGIN PLATE.

No. 1 ballast tank, No. 1 plate, port side, renewed; margin angle in way renewed; gusset plate in way, removed for access and replaced.

ENGINE SEATINGS: STARBOARD.

78 rivets renewed; fore and aft bottom bar electrically welded to girder plate for about 13'-6" in length; 4 rivets renewed in sole plate; 24 rivets renewed in tie plates; and tie plates part welded; 14 rivets renewed in top fore and aft girder bar; engine seating girder bar part welded to tank top at heel of bar in way of lightening holes.

ENGINE SEATINGS: PORT.

104 rivets renewed; 20 special fitted bolts put in forward end of fore and aft girder bottom bar, where holding up of rivets was impossible; fore and aft bottom bar electrically welded to girder plate for about 22'-6" in length; 24 rivets renewed in tie plates, and tie plates part welded; 8 rivets renewed in sole plate; engine seating girder bar part welded to tank top at heel of bar in way of lightening holes.

All DB tanks in way of damage water tested after completion of repairs, and made tight.

Damage No. 7: Stated to be due to derrick being dropped from crutch at Leith on July 20<sup>th</sup> 1940.

Now Done.

Starboard forward corner of No. 2 hatch, top of coaming plate fractured; reb-ed out and electrically welded.

Tubular derrick indented and faired in place.



## M.V. "PACIFIC PRESIDENT" Page 6.

Heavy weather damage: double plates fitted to top & bottom of saloon entrance doors P.S.

## COMPLETION OF S.S. No. 3.

## ENGINE ROOM TANK TOP PLATING. PORT AND STARBOARD.

Slight local pitting of tank top plating found under engine seatings; pittings filled in with electric welding.

Pitting also found between toe of bottom bar of inboard fore and aft engine seating girders, and right edge of seam of tank top centre strake; 12 doubles fitted on starboard side, and 14 doubles fitted on port side, and 2 doubles on centre line; all doubles electrically welded around four edges, and also plug welds fitted in plate, to draw surfaces together.

Centre girder bottom bar in cooling water tank, starboard side, in engine room, found wasted and renewed.

Bridge deck plating, under wood sheathing, at fore end of funnel, found wasted and renewed.

The steel work exposed and examined; sufficient lining removed in way of sidelights, and steel in way examined and found efficient; portions of cement chocks at vessels side removed, and structure in way examined.

Bilges and limbers examined; cement or asphalt on inner bottom plating renewed.

Fore and aft peaks, all double bottom tanks, right fore and aft, examined internally, and afterwards water tested with appropriate pressure; wood deck sheathing examined and found efficient.

Mast, spars, rigging etc. examined and found efficient, copy of riggers certificate herewith.

The hatch covers, supports, coamings examined, and found or placed in good condition; hatch tarpaulins, cleats and battens examined; Vent coamings and covers examined.

The steering engine, gear and connections examined.

Windlass, watertight doors, air and sounding pipes examined; found striking plates fitted to all sounding pipes.

Insulated tween deck spaces, part of lining removed and surfaces examined.

*(in response to P. 20245 on p. 1)*  
S.R. List. It is submitted that the notes regarding Indented plating abreast No. 2 hatch (S.S.); and also to Main and aux. engine seating specially to examine next S.S., be deleted.

John Barnett.