

22 JAN 1954

Rpt. 8.

(Received at London Office)

No. 2787

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 13th Jan. 1954 When handed in at Local Office 1954 Port of HAMBURG

No. in Reg. Book 30231 Survey held at Hamburg Date, First Survey 20th Oct. Last Survey 9th Dec. 1953  
(No. of Visits 28)

on the ~~XXXXXX~~ Steel S.S. "TRADER"

TONNAGE: Built at Glasgow By whom C. Conneff & Co. Ltd. When 1940 MONTH 12

GROSS 6143 Owners Charente S.S. Co. Ltd. Owners' Address -

UNDER DK 5567 Managers T. & J. Harrison Ltd. Port belonging to Liverpool

NET 3692 Surveyed Afloat or in Dry Dock? Both Name of Dock Howaldtswerke A.G. Destined Voyage -

Cell/D/Bor/DBa feet: uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. \* for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

Only alterations in the existing records of tanks should be inserted. N.B.—Al. alterations in the existing records should be underlined.

Last Report, No. 134810 Port LIV.

* 100 A1	* LMC 3,49
6,53	BS 3,53
ss.Liv.-3,49	TS CL 11,51

Periodical Surveys, when held, must be reported in detail and variation 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.

In 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. Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft. 3-3/4 ins.

no damage. Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY (C), OIL FUEL CONVERSION, ALTERATIONS, REPAIRS WEAR AND TEAR and RENEWAL FREEBOARD SURVEY.

### NOW DONE FOR SPECIAL SURVEY

Vessel placed in drydock.  
Shellplating, sternframe and rudder cleaned, examined and coated.  
Vessel undocked on the 17th November, 1953.

### EXAMINED: -

All holds, tweendecks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, ceiling entirely lifted, plating in way of removed ashchute, plating in way of sidelights, decks, matchways with their

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

PRESENT CONDITION OF THE		Bulkhheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good		good		good		(State if on Felt.)
Caulking of Decks	.	Ceiling	.	Coal Bunkers, Openings, Covers, &c.	.	When fitted, Month	Year
Coamings	.	Cement	.	Oil Bunkers	.	Boats	good
Beams & Fastenings	.	Rudder	.	Scuppers	.	Masts, Yards, etc.	good
Outside Plating	.	Steering gear and its connections	.	Cargo Hatchways	.	Condition, how ascertained	from aloft
" " in way of sidelights	.	Windlass	.	Hatches	.	(State if wedges removed)	good
Frames	.	Have pumps been examined and found efficient?	yes	Planking	.	Equipment letter	at
Reverse Frames	.	Have Sluice Valves been examined and found efficient?	.	Caulking	.	Anchors, No. of	301
Longitudinals	.	Have Watertight Doors been examined and found efficient?	yes	Treenails	.	Cables (State if now ranged)	ranged
Transverses	.	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	.	" length <u>230</u> mean diamr. <u>2 3/4</u>	
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	.	" Rule length <u>230</u> size <u>2 3/4</u>	
Keelsons	.	Doubling Plates under Sounding Pipes	.	Timbers of Frame at openings	.	Chain Locker	good
Stringers	.			" " at other places	.	Hawsers & Warps	sufficient
Inner Bottom Plating	.			Stringers, Clamps & Shelves	.	Standing and Running Rigging	sufficient
Have the Tanks been examined internally?	yes			Splining	.	Sails	official
Have the Tanks been tested?	yes			State, if examined			

### 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, as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of Survey 11,53 and notations of S.S. Ham.-12,53 and "Fitted for Oil Fuel 12,53 F.P. above 150°F."

Survey Fee (per Section 23)	S.S.	£	112.10.0
O.F. Conversion		£	51.0.0
Special Repairs & Repair Fee (if any) (per Sec. 23)		£	50.0.0
Travelling Expenses (if chargeable)		£	14.0.0
2 Sunday Fees		£	12.12.0
Second Surveyor's Fee (if any)		£	4.4.0
Late Fee		£	4.4.0

Fees applied for, from London... Received by me, 19...

W. Cohenmann  
Surveyor to Lloyd's Register of Shipping

THURSDAY 19 FEB 1954

Committee's Minute  
Character Assigned  
11.53 Ham. without spl. cdw  
ss. Ham. 12.53 + LMC 12.53  
5(N) 11.53a Fitted for oil fuel 12.53 F.P. above 150°F.

Lloyd's Register Foundation  
CERTIFICATE WRITTEN  
150 (line)

8 FEB 1954  
Vertical text on the left margin: "The Surveyor is requested not to write on or below the space for Committee's Minutes."

Vertical text on the right margin: "To Certificate required? If so, to be sent to 1/55-the Owners 003625-00330-00833"

"TRADER"

closing and securing appliances, anchors, chain cables, chain locker, masts and rigging, steering gear, windlass, general equipment, hand pumps, watertight doors, ventilator coamings and covers, air and sounding pipes (striking plates fitted), pipe casings partly dismantled, boats, cargo battens and casings.

EXAMINED INTERNALLY AND TESTED: -

Fore and after peak tanks, all deeptanks, and all double bottom tanks. All spaces previously cleared, ceiling, lining and cement removed and structure cleaned as required. Steelwork afterwards coated as necessary. Ceiling and lining replaced. Cement renewed where necessary.

Renewal Freeboard Survey carried out.

NOW DONE FOR OIL FUEL CONVERSION

Transverse bulkheads Frs.98 and 113 removed and new oiltight bulkheads in electrically welded construction fitted at these frames forming with two new longitudinal bulkheads three new oil fuel cross bunkers (see approved plan No. 6586/1). In way of centre corss bunker on top of tank top plating a pipe channel from frame 98 to 114 fitted.

All openings in the lower tweendeck in way of the new oil fuel bunker have been plated over, stringer deckplates and part of

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.		WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.			
	1st Bower														
	2nd "														
	3rd "														
	Collective Weight														
	Stream														
	Kedge														

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

deckplates renewed, new deckbeams fitted in way of removed No.3 hatchway.

Side coal bunkers (p.& s.) removed and two oil tight longitudinal bulkheads in 2,75 m distance from shellplating in electrically welded construction fitted, from frame 85 to 98 forming with oiltight transverse division bulkheads in elec. welded construction at frame 90 (p.& s.) oil fuel settling tanks (p.& s.) from frame 85 to 98 and oil fuel side tanks (p.& s.) from frame 90 to 98.

W.A.

S.S. "TRADER"

NOW DONE FOR OIL FUEL CONVERSION (Continued)

Deckplating in lower tweendeck in way of side and settling tanks (p.& s.) partly renewed and deckbeams renewed (see also approved plan No.6585/6).

No.2 D.B. tank subdivided by an oiltight floor at frame 113.

The forward part of this tank carries water ballast and the after part from frame 98 to 113 is now, as well as No.3 D.B. tank from frame 85 to 98, fitted for oil fuel after having been cleaned and scraped.

A new cofferdam between Nos.3 and 4 D.B. tanks carrying feedwater has now been formed by an oiltight floor at frame 84.

No.5 D.B. tank has been subdivided by a watertight floor at frame 52 carrying now fresh water in the forward part and water ballast in the after part.

Coal hatches on main and centre superstructure deck (p.& s.) removed and deck openings plated over.

Two ventilators 400 mm. dia. at frame 97 (p.& s.) leading to coal bunkers removed and deck openings plated over.

Forward and after transverse bulkhead of saddle back renewed, superstructure deck in way of saddle back carried through, steel doors with toggles fitted at sides.

Transverse bulkhead Fr.No.100 in upper tweendeck removed, remaining deckbeam and longitudinal girders in way reinforced.

After part of lower tweendeck coal bunker (p.& s.) converted into engine store room with steel end bulkheads at Fr.74 (p.s.) and Fr.79 (s.s.)

Ashchute removed and openings in deck and shell plated over.

All existing single riveted seams and butts in way of oil fuel deep and D.B. tanks have been additionally welded in accordance with Rule Requirements.

Wasted tanktop plating in way of oil fuel deeptank entirely renewed.

Two wasted tanktop plates in way of boiler room renewed.

Wasted shellrivets in way of oil fuel bunkers, D.B. tanks and settling tanks renewed.

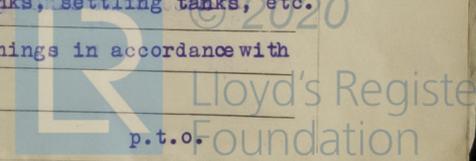
Oil drain sumps, oil bilges and gutterways have been fitted to the end and side bulkheads of oil fuel deeptanks, side and settling tanks and oil fuel units in engine and boiler room.

Overflow, air, suction and sounding pipes fitted to all oil fuel bunkers, D.B. tanks, oil bilges and settling tanks in accordance with Rule Requirements.

All air pipes of oil fuel bunkers, D.B. tanks, settling tanks, etc. fitted with gauzes height of air pipe openings in accordance with Rule Requirements.

W.A.

0083/5



S.S. "TRADER"

The double bottom tanks, all deep and settling tanks have been tested on completion and were found satisfactory.

The capacity of the oil fuel tanks is as follows: -

No.3 D.B. tank (p.s.)	=	68 m <sup>3</sup>
No.3 D.B. tank (s.s.)	=	68 m <sup>3</sup>
No.4 D.B. tank (p.s.)	=	59 m <sup>3</sup>
No.4 D.B. tank (s.s.)	=	59 m <sup>3</sup>
Crossbunker (centre)	=	288 m <sup>3</sup>
Crossbunker (p.s.)	=	338 m <sup>3</sup>
Crossbunker (s.s.)	=	338 m <sup>3</sup>
Side bunker (p.s.)	=	87 m <sup>3</sup>
Side bunker (s.s.)	=	87 m <sup>3</sup>
Settling tank (p.s.)	=	55 m <sup>3</sup>
Settling tank (s.s.)	=	55 m <sup>3</sup>
Total	=	1502 m <sup>3</sup>

NOW DONE FOR REPAIRS WEAR AND TEAR

Generally all decks, bulkheads and coamings have been drilled and gauged where found necessary.

Anchors and chain cables have been ranged, all shackles opened and pins renewed as necessary.

Chain locker cleaned, scaled and painted.

Rudder lifted, bushes renewed and pintles machined.

Small cracks in rudder blades veed out and electrically welded.

Shellplating (p.s.)

1st strake below sheer buckled plate No.1(fr.fwd.) faired in place.

1 bent shellframe in way faired in place.

2nd strake below sheer buckled plate No.1 (fr.fwd.) faired in place.

3rd strake below sheer intended plate No.1(fr.fwd.) renewed.

2 bent shellframes in way cropped and removed, faired and refitted, butts. E.W.

Sheerstrake buckled plate No.4 (fr.fwd.) faired in place.

1st strake below sheer buckled plates Nos.3,4 (fr.fwd.) faired in place.

2nd strake below sheer buckled plates Fr.87-88 faired in place.

Shellplating (s.s.)

2nd strake below sheer buckled plate No.5 (fr. aft) faired in place.

3rd strake below sheer buckled plate No.5 (fr. aft) faired in place.

Forecastle Deck

13 wasted deckplates (p. & s.) renewed.

For access to work bollards and ventilator coamings in way removed and refitted.

Doublings in way of these bollards and ventilator coamings renewed.

W.A.

22 JAN 1954

S.S. "TRADER"

NOW DONE FOR REPAIRS WEAR AND TEAR (contd.)

Main Deck forward well

10 wasted deckplates renewed.

For access to work ventilator coamings and hatchway coaming stays in way removed, partly renewed and refitted.

Wasted transverse coaming plates of forward mast house renewed.

A number of indents in bulwarkplates (p. & s.) faired in place.

Wasted stringer angle (p. & s.) cropped and partly renewed.

Two rail stanchions (p.s.) and seven rail stanchions (s.s.) removed, faired and refitted.

Freeing ports (p. & s.) overhauled, repaired, angle frames and shutters partly renewed.

Buckled transverse and longitudinal hatchway coamings of No.1 and No.2 hatchways faired in place.

11 buckled hatchway beams of Nos.1 and 2 hatchways faired in place.

Main Deck after well

14 wasted deckplates renewed.

For access to work ventilator coamings and hatchway coaming stays in way removed, partly renewed, and refitted.

Wasted coaming plates of after masthouse (all around) renewed.

A number of indents in bulwark plates (p. & s.) faired in place.

5 rail stanchions (p.s.) and 5 rail stanchions (s.s.) removed, faired and refitted.

Freeing ports (p. & s.) overhauled, repaired, angle frames and shutters partly renewed and refitted.

Buckled transverse and longitudinal hatchway coamings of Nos.4 and 5 hatchways faired in place.

11 buckled hatchway beams of Nos. 4 and 5 hatchways faired in place.

Boat Deck and Fiddle Top

Wasted deckplating above galley renewed.

For access to work galley skylight and water tank above galley removed and refitted.

Deckplating above engine and boiler casing fitted with electrically welded doublings.

Two wasted deckplates in way of galley coal hatch renewed.

Wasted hatchway coaming in way of galley coal hatch renewed.

Bridge Deck

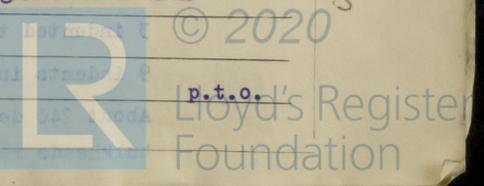
Two wasted deckplates (p.s.) and 3 wasted deckplates (s.s.) renewed.

3 wasted deckplates between galley and No.3 hatch renewed.

Galley and boiler casing - longitudinal bulkheads coaming plates 2' in height fitted with electrically welded doublings.

Coaming plates of centre deckhouse 2' in height fitted with electrically welded doublings.

W.A.



NOW DONE FOR REPAIRS WEAR AND TEAR (contd.)

No.3 Hold Upper Tweendeck

4 sidescuttles (p.s.) and 7 sidescuttles (s.s.) removed and shell openings plated over.

Bridge Alleyway Spaces

Port side Fr86 - 104 - 7 wasted deck and stringer plates renewed. Fr.81 - 86 - 1 wasted deckplate renewed.

Stbd.side Fr.86 - 104 - 7 wasted deck and stringer plates renewed. Cement chocks in way renewed.

Fr.89-99 - 10 corroded deckbeams at each side renewed.

Tweendeck

Fr.74 - 80 (p.s.) 1 wasted stringer plate renewed.

Fr.75 1/2 - 84 (p.& s.) each 1 wasted deckplate renewed.

Fr.70 - 74 (s.s.) 3 corroded main and 2 intermediate shellframes cropped and partly renewed.

Fr.75 - 98 (p.& s.) 22 wasted main and 24 intermediate shellframes renewed.

16 wasted deckbeams below maindeck Fr.87 - 95 (p.& s.) renewed.

16 deckbeam knees removed and refitted for access.

Longitudinal bulkhead of engine casing Fr.69-77 (p.s.) 5 corroded stiffeners renewed.

Former lower Coal Bunkers (p.& s.)

22 corroded deckbeams below tweendeck Fr.86-97 (p.& s.) renewed.

12 corroded shellframes Fr.74 - 80 (p.s.) and Fr.70 - 76 (s.s.) cropped and partly renewed.

Tweendeck (s.s.)

In way of Fr.61 - 75 about 240 defective deck rivets renewed.

No.1 Hold - Tweendeck

2 bent deckbeams (p.& s.) removed, faired and refitted.

Buckled transverse and longitudinal hatchway coamings faired in place.

No.1 Lower Hold

7 bent shellframes (p.s.) and 9 bent shellframes (s.s.) faired in place.

No.2 Hold - Tweendeck

2 bent deckbeams (p.& s.) cropped and partly removed, faired and refitted,

butts E.W. 7 buckled deck beam knees (p.s.) and 6 buckled deckbeam knees (s.s.) removed, faired and refitted.

Buckled transverse and longitudinal hatchwaycoamings faired in place.

6 bent hatchwaybeams faired in place.

No.2 Lower Hold

10 bent deckbeams (p.& s.) cropped and partly removed, faired and refitted, butts E.W.

1 bent stiffener of transverse bulkhead No.147 faired in place.

15 buckled shellframes faired in place.

3 indented tanktop plates removed, faired and refitted.

9 indents in tanktop plates faired in place.

About 240 defective rivets in tanktop plating, shell and longitudinal bulkheads renewed. W.A.

S.S. "TRADER"

NOW DONE FOR REPAIRS WEAR AND TEAR (Contd.)

No.4 Hold - Tweendeck

5 wasted stringer deckplates (s.s.) renewed.

13 brackets in way removed and refitted for access.

4 wasted stringer plates (p.s.) renewed.

For access to work 13 brackets in way removed and refitted.

Buckled transverse and longitudinal hatchway coamings faired in place.

4 buckled hatchwaybeams faired in place.

No.4 Hold - Deeptank

After bulkhead wasted plate in way of bilges (p.& s.) renewed.

Wasted lower part of forward bulkhead entirely renewed.

Buckled stiffeners of tunnel Fr.56-63 (p.& s.) faired in place.

About 300 defective rivets in tanktop plating, shell and bulkheads renewed.

No.4 Lower Hold

8 buckled deckbeam knees Fr. 57-64 (p.s.) faired in place.

2 wasted plates of tank top plating renewed.

10 buckled brackets removed, faired and refitted.

20 indented tanktop plates faired in place.

No.5 Hold - Tweendeck

Buckled transverse and longitudinal hatchway coamings faired in place.

5 bent hatchway beams faired in place.

Engine Room (s.s.)

About 300 defective shellrivets renewed.

After Peak Tank

Longitudinal division bulkhead: -

3 wasted plates renewed.

2 wasted stiffeners renewed.

5 wasted brackets renewed.

After bulkhead: -

6 wasted stiffeners renewed.

2 wasted brackets renewed.

4 wasted deck beams renewed.

8 wasted deckbeam knees renewed.

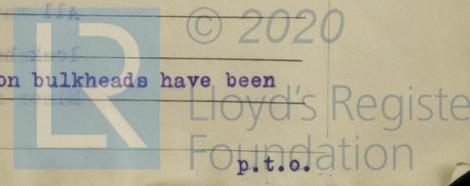
Poop Deck

3 wasted deck plates renewed.

Due to alteration of accommodation steel division bulkheads have been partly removed and partly renewed. W.A.

22 JAN 1954

0083 1/2



S.S. "TRADER"

NOW DONE FOR REPAIRS WEAR AND TEAR (contd.)

Seatings and reinforcements of gun in way of poopdeck house removed.

Forward Bulkhead: -

4 side scuttles removed and openings plated over.  
1 wasted plate (p.s.) renewed.

3 indented plates faired in place.

Existing skylight on poophouse deck removed and opening plated over.

Piping in way of longitudinal and transverse Nos.1 - 5 hatchway coamings on main and bridge deck removed and pitted coaming

plates repaired by fitting electrically welded doublings.

Also corroded boundary angles in way renewed.

Engine skylight removed, repaired and refitted.

All stormvalves have been opened up, repaired where necessary and refitted.

All air and sounding pipes have been overhauled and repaired where necessary.

Steering gear with auxiliary steering gear has been overhauled, all parts opened up, repaired where necessary and on completion examined under working condition.

Windlass has been overhauled, brakes renewed, other parts repaired where necessary and on completion examined under working condition.

All lifeboats with davits have been placed ashore, repaired as necessary and refitted.

Stags, shrouds and shackles of fore and mainmast have been removed, partly repaired, partly renewed and refitted (renewed shackles have been made from tested material).

Fore and maintop masts removed, faired, partly fitted with electrically welded doublings, and refitted.

4 Freshwater tanks on main deck aft in front of No.4 hatchway removed repaired as necessary, cement washed and on completion of repairs to main deck with seatings refitted.

All sidescuttles have been overhauled and repaired as necessary.

All sanitary piping and discharges have been overhauled and repaired as necessary.

Worn wood deck on top of wireless house renewed.

Worn wood deck on after end of bridge deck removed, part of planks renewed and refitted after cleaning and coating of steeldeck.

Worn wood deck of poop deck house removed and renewed.

Wood boat deck caulked and payed, part of the wood deck on boat deck partly removed and refitted for access of work.

All watertight doors with toggles, steel doors and wood doors with lockshave been overhauled and repaired.

Minor repairs effected.

W.A.

S.S. "TRADER"

SPECIAL REASONS LIST (No.130).

Indented shellplating (c.(p.s.f.) to be examined and dealt with as necessary at next S.S.

This item has been dealt with and may now be deleted from the S.R.L. (see also under Repairs)

The following approved plans are attached: -

No.6585/1 - Fuel Oil and Settling Tanks Fr.85 - 113.

No.6585/6 - 2nd Deck in way of Bunker and Settling Tanks

W.A.

22 JAN 1954

0083 5

