

COPY  
LLOYD'S REGISTER OF SHIPPING

---

PORT SEATTLE WASHINGTON.

APRIL 5th, 1923.

THIS IS TO CERTIFY that

C. HASTIE.

the undersigned Surveyor to this Society did at the request of  
Mr. S. Aitken, Owners representative Survey the Single Screw Sr.

"COMMERCIAL TRAVELER"

4753-ton Gross Register of New York, for the purpose of  
ascertaining the nature and extent of damage stated to have  
been sustained through vessel having grounded on the middle of  
Pea Patch Shoal at Edge of Bulkhead Channel Shoal 350 feet from  
nun bouy No. 2 6-P.M. Dec. 24th, 1922, and subsequently striking  
spit extending off Southwest end of Quemes Island 12-45 A.M.  
March 2nd.

For full and further particulars refer Log Books.

On the 13th day of March and subsequent dates visited  
the vessel whilst lying on the Todd Dry Docke inc., made examin-  
ation, found and recommended as follows:-

FOUND

RECOMMENDED

SHELL PLATING counting from Fwd.

Keel Plating

Plate No. 6 Indented

This plate to be faired in  
place.



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ss. "COMMERCIAL TRAVELER"

FOUND

Plates Nos. 8 & 14 heavily scrubbed at aft landings and rivets loosened.

PORT SIDE

"A" Strake

Plate No. 1 badly set up and damaged.  
Plate No. 9 slightly indented and scored.

"B" Strake"

Plats No. 1 badly set up and fractured.  
Plate No. 2 set up at Fed. end and butt strap between plates Nos. 1 & 2 fractured and heavily scored.  
Plates Nos. 7, 8, 9 & 10 badly set up and more or less scored.

"C" Strake

Plates Nos. 1 & 3 badly set up and damaged.

"D" Strake

Plates Nos. 1 & 3 badly set up and damaged.  
Plates Nos. 3 & 4, 5 & 6 set up at landings.

"E" Strake

Plates Nos. 3, 3 & 4 set up and heavily scored at edges.  
Plates Nos. 6 & 9 slightly set up.  
Plates Nos. 7 & 8 set up and heavily scored.

SHELL PLATING Stbd. Side

"A" Strake

Plate No. 4 slightly set up.  
Plate No. 5 fractured and heavily scored.

RECOMMENDED

The loose rivets to be cut out plates dressed and all reriveted.

This plate to be cut off and renewed.  
This plate to be faired in place and dressed.

This plate to be cut off and renewed.  
This plate to be faired in place and butt strap to be cut off and renewed.

These plates to be cut off faired, dressed and refitted.

These plates to be cut off and renewed.

These plates to be cut off and renewed.  
These plates to be cut adrift and faired in place.

These plates to be cut off and renewed.

These plates to be cut adrift and faired in place.  
These plates to be cut off and renewed.

Rivets at outer seem to be out adrift and plate faired in place.  
This plate to be cut off and renewed.

ss. "COMMERCIAL TRAVELER"

FOUND

RECOMMENDED

"B" Strake

Plate No. 3 Indented.  
Plate No. 13 set up and  
deeply scored.  
Plate No. 13 rivets  
loosened and plate scored.

This plate to be faired in  
place.  
This plate to be cut off and  
renewed.  
Rivets to be cut out, and new  
redriven and plate dressed.

"C" Strake

Plate No. 9 set up at  
aft end.  
Plate No. 10 destroyed.  
and No. 11 badly scored  
and set in.

This plate to be faired in  
place.  
These plates to be cut off  
and renewed.

"D" Strake

Plates Nos. 6 & 7  
slightly set up and  
indented.  
Plates No. 8 set up and  
fractured.  
Plate No. 9 heavily  
buckled.

These plates to be faired in  
place.

This plate to be cut off and  
renewed.  
This plate to be cut off  
faired and refitted.

"E" Strake

Plates Nos. 8, 9 & 10  
slightly set in and  
scored.  
Plates Nos. 11 & 12  
heavily buckled and  
destroyed.

These plates to be cut  
adrift faired in place and  
dressed as found necessary.  
These plates to be cut off  
and renewed.

BILGE KEEL. PORT SIDE

Approximately 55 feet  
of bilge keel bulb bar  
and leaf of "T" shell  
bar distorted.

The bulb bar to be cut off  
to suitable butts faired and  
refitted and "T" bar faired  
in place.

BILGE KEEL. STBD. SIDE

Approximately 53 feet  
of bilge keel bulb bar  
together with "T" shell  
bar and straps partly  
torn away and heavily  
buckled.

The bulb bar together with  
the "T" shell bar and straps  
etc., to be cut off to  
suitable butts and replaced  
by new.

INTERNAL PORT SIDE

Floors and Intercostals etc...



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as. "COMMERCIAL TRAVELER"

FOUND

RECOMMENDED

Floors, No. 39 to 78  
Intercostals plating  
and channel longitudinal  
girders in way of and  
adjacent to shell plating  
set up and buckled etc.,

To cut adrift fair in place  
or renew in part as found  
necessary.

TANK MARGIN., BRACKETS AND  
FRAMES ETC.,

Approximately 130 feet of  
tank margin plate together  
with tank margin brackets,  
frame brackets and lower  
extremities of frame set up  
and buckled more or less in  
way of damaged shell plating.

These structures to be cut  
adrift faired in place as  
found necessary.

INTERNAL Stbd. Side

Floors and Intercostals Etc.,

Floors 35 to 43, also 59 to  
63, Intercostal plating and  
110 feet of channel longit-  
udinal girders in way of and  
adjacent to damaged shell  
plating, set up and buckled  
more or less and the three  
aft most floors damaged.

Floors and Intercostal plating  
to be cut adrift, faired in  
place and channel Intercostal  
girders to be renewed as found  
necessary.  
The three aft most floors to  
be suitably cropped plate port-  
ions renewed and straps of  
ample proportion fitted.

TANK MARGIN., BRACKETS AND  
FRAMES ETC.,

The tank margin plate between  
floors 35 to 43 also 59 to  
63 together with tank margin  
Brackets, Frame Brackets and  
Frames etc., some what dis-  
turbed more or less.

These structures to be cut  
adrift and faired in place  
as found necessary.

SHAFT ALLEY

Oil and Water

To be thoroughly cleaned out  
and wood planking adjusted.

WOOD WORK

The ceiling and dunnage  
battens in No. 1 hold wet  
and portions damaged.

The ceiling lifted, damaged  
portion of same together  
with dunnage battens renewed  
and all refitted.

ss. "COMMERCIAL TRAVELER"

FOUND

RECOMMENDED

ceiling in No. 3 and aft hold to be removed for testing of tanks.

TANKS B.B.

The D.B. oil tanks to be steamed and cleaned and upon completion of repairs tested to requirements as also new shell plating.  
The tank tops cleaned, wire brushed and recoated.

PIPING SYSTEM

The oil heating pipes in Double Bottom tanks also suctions, air and sounding and bilge piping and strums etc., in way of damage to be rectified accordingly and left in good order.

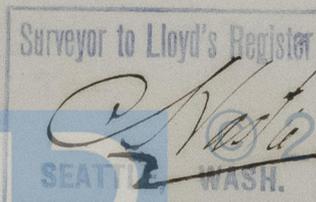
PAINTING

All new and repaired work to be given two coats of paint  
Vessel's bottom from deep load line to be cleaned and painted with one coat of anti-corrosive and one coat of anti-fouling paint.  
The draft figures checked and repainted.

DECK WINCHES Fwd.

Three shaft bearing  
Caps broken.

Broken caps to be removed and replaced by new.



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