

C O P Y
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"

4752-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 buoy No. 2 8-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 Dock Co. Inc., made exami-
nation, found and recommended as follows:-

FOUND

RECOMMENDED

SHELL PLATING counting from Fwd.

Keel Plating

Plate No. 3 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. 2, 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 seam to be cut adrift and plate faired in place.
This plate to be cut off and renewed.

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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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ss. "COMMERCIAL TRAVELER"

FOUND

RECOMMENDED

Floors, No. 29 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 25 to 43, also 59 to
63, Intercostal plating and
110 feet of channel longi-
tudinal 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 por-
tions renewed and strapping of
ample proportion fitted.

TANK MARGIN., BRACKETS AND
FRAMES ETC.,

The tank margin plate between
floors 25 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 removed
and all refitted.

ss. "COMMERCIAL TRAVELER"

FOUND

RECOMMENDED

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

TANKS D.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 suction, 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.

Surveyor to Lloyd's Register

SEATTLE WASH.

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