

(Received at London Office 13 NOV 1948)

No. 55242

REPORT OF SURVEY FOR REPAIRS, &c.

11 NOV 1948

Date of writing Report 19..... When handed in at Local Office..... 19..... Port of HULL.

No. in Reg. Book. 52369 Survey held at HULL. Date, First Survey 20-9-48 Last Survey 29-10-1948
 on the Wood, Iron or Steel s.s. "BALTRADER". (No. of Visits 17)

TONNAGE: Built at Hamburg By whom Deutsche Werft A.G. When 1945 YEAR. MONTH.

GROSS 1846 Owners United Baltic Corporation, Ltd. Owners' Address -
 UNDER DKL 1440 Managers - (If not already recorded in Appendix to Register Book.)
 NET 990 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Alexandra Dock & Dry Destined Voyage -
 Cell DBorDBa feet; uE & B. feet; f. feet } Dock.

total capacity tons. FPT tons; APT tons; MT feet tons. }
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical 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.)

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 offered
 and declined. Was a damage report made by anyone else? if so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification, Load Line Renewal, Damage and S.R.L.

Classification - Now Done:-
 Vessel placed in dry dock. Shell plating, sternframe and rudder cleaned, examined and placed in an efficient condition and recoated. (Last seen in dry dock 13/10/48).

The holds, peaks, bunkers, machinery spaces, tween decks, and chain locker cleared, wood ceiling lifted as required by Rules, plating and framing examined and found in good order and recoated as necessary.

Fore and after peaks and all double bottom tanks examined internally and satisfactorily tested to Rule requirements.

The decks, deckhouses, machinery casings, hatchways, and closing appliances, ventilators and coamings, anchors and cables (ranged), masts & rigging (report attached), windlass & steering

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	4	1						} Sundry minor repairs effected.
Removed and Fair'd or Repaired	8	2	-	-	-	-	-	
Fair'd or Repaired in place ...	6	14						

PRESENT CONDITION OF THE		Bulkheads		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 to <u>ASBOK</u>	"	Oil Bunkers	-	Boats	good
Beams & Fastenings	"	Rudder	"	Scuppers	good	Masts, Yards, etc.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	see report
" " In way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	Equipment letter
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	-	Anchors, No. of	3B 1S
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Cables (State if now ranged)	Yes
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	" length	245 1/2 mean diam. 1 3/4
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	app. <u>rule</u> length	244 3/4 size 1 3/4
Floors	good	Alr and Sounding Pipes	good	Transoms, Pointers & Crutches	-	Chain Locker	240 good
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-	Hawsers & Warps	"
Stringers	"			" " at other places	-	Standing and Rigging	"
Inner Bottom Plating	"			Stringers, Clamps & Shelves	-	Sails	-
Have the Tanks been examined internally	Yes			Salting	-		
Have the Tanks been tested?	Yes				-		

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 be classed 100A1 with freeboard "subject to Annual Examination" with fresh record of docking 10,48 and Notation S.S. Hul. 10,48 (weight of stream anchor to be ascertained).

Survey Fee (per Section 29) Class: £ 56: - :- Fees applied for, 11 NOV 1948

Special Damage or Repair Fee (if any) (per Sec. 29) £ 15: 15: - Received by me, 19

Travelling Expenses (if chargeable) £ : : -

Second Surveyor's Fee (if any) Regg'y Fee £ : - :-

Committee's Minute

Character Assigned See minute on file, rpt

THURS 23 DEC 1948

Alex M Hopkins
 Surveyor to Lloyd's Register of Shipping

gear, hand pump, W.T. door, ash sheet, general equipment, air & sounding pipes including striking plates all examined and found or placed in good order.

A number of rivets removed and countersinking found satisfactory.

Load Line Renewal survey carried out concurrently with the above and the necessary repairs effected. Marks verified and found in order.

Bronze screw down non-return valves fitted on ship's sides to tonnage well scuppers (existing valves fitted to deck now removed).

Equipment:- All examined in accordance with Rule but stream anchor only weighed, still requires to be ~~examined~~ subjected to the requisite tests at a proving house.

S.R.L:- Items now permanently dealt with (see damage reports) and may now be deleted.

Damage (1) Stated to have been caused by vessel striking quay wall at extension dock, Hull on 22/7/46.

Found:- Shell plates G.11 & H.9 & 10 numbered from aft indented and frames in way slightly buckled - frames released and faired and plate G.11 renewed. Plates H.9 & 10 faired in place. Hose tested on completion and found tight.

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.	qrs.			
	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.	Stating.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

Damage (2):- Stated to have been caused by grounding at Tallinn on 5/8/46 whilst on passage from London to Finland.

Found:- Keel plates 1 & 2 from aft & 6 floors in way slightly set up also "A" strake Nos. 2 & 3 from aft (p.s.) also slightly set up.

These damages were of a minor nature and in my opinion may be deleted as a condition of class.

Damage (3) Stated to have occurred as vessel was passing through heavy ice (see cont. sheet).

whilst on voyage to Kotka from Helsinki on 11th & 12th January, 1948.

Found:- Shell plating indented generally on (P. & S.) sides from fore end to half length and frames in way slightly buckled.

Now Done:- Shell plating dealt with as follows:- (Nos. from forward)

Renewed - (p.s.) E.4, F.3,4 (s.s.) -
 O.F.R - (p.s.) E,3, F.7, 8. (s.s.) E.4, F.2, 3, 4.
 F.I.P. - (p.s.) F.9, edges of G. (s.s.) E.1, G.1, 8, edges of G. strake in way.

Frames in way 14 in no. faired as necessary.

Hose tested on completion and found tight.

Damage (4):- Stated to have been sustained by contact with quay wall at Newcastle on 27/4/48.

Found:- No.4 plate from aft 1st below sheer indented. Forward bulkhead tonnage well buckled at ship's side and frame bar fractured. Frames in way slightly buckled.

Now Done:- Plate removed, faired and refitted. Bulkhead plate faired in place, Bulkhead frame cropped & part renewed and frames faired as necessary.

Hose tested on completion and found tight.

Cement - Dry tank under boilers cleaned and laid with cement. Bilges all fore and aft cement washed only.

Cargo Battens:- No cargo battens fitted in holds or tween decks. top
 Wood Ceiling - Wood ceiling laid over tank in all holds & side bunkers.

Repairs:- 100 wood hatches renewed and 12 in no. wood air pipe plugs fitted. Approx. 1000 defective shell rivets renewed. Sundry minor repairs effected.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.