

Lloyd's Register of Shipping.

Ship's Name "BALTRADER" ex "EMPIRE GAFFER"

Official No. 180643

29 OCT 1947

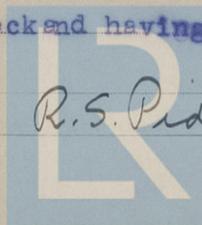
Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in August, 1945.

CONVERSION TO OPEN SHELTER DECKER OCTOBER, 1947.

- (1) Tonnage opening 18'0" x 4'1" in Shelter Deck aft, coaming 12" x 3/8", closed by efficient temporary 2.3/8" wood covers fitted fore and aft. (Small steel hatch previously fitted on plated-in opening now removed).
- (2) Nos. 1, 2 & 3 cargo hatchways in 2nd deck, openings (No. 1) 22'6" x 18'0", (No. 2) 46'0" x 18'0", and (No. 3) 46'0" x 21'3", fitted with 9" x 3 1/2" x 1/2" B.A. coamings, beams I section spaced as hatchway beams over, 9 1/2" x 1/2" flanges top and bottom, webs 3/8" thick (No. 1) 16" deep, (No. 2) 14 1/2" deep, (No. 3) 19" deep, bearing surfaces 3 1/2", wood hatches 2.3/8" fitted fore and aft with 3" bearing surface. Cleats spaced 24" apart (max.) and 2 tarpaulins provided for each hatchway.
- (3) Bunker hatchways in 2nd deck, openings 15'9" x 3'0" (p. & s.), 7'6" x 3'0" (p. s.) and 7'6" x 5'3" (s. s.) fitted with 9" x 3 1/2" x .50 B.A. coamings, wood hatches 2.3/8", fitted athwartships and fore and aft with 3" bearing surfaces, cleats spaced 24" apart (max.) and 2 tarpaulins provided for each hatchway.
- (4) Trimming hatchways in 2nd deck (2 at No. 2 and 2 at No. 3 hold) openings 2'6" x 2'0" fitted with 9" x 3 1/2" x 1/2" B.A. coamings, wood hatches 2.3/8" fitted athwartships with 3" bearing surface, cleats spaced 24" apart (max.) and 2 tarpaulins provided for each hatchway.
- (5) After tonnage well bulkhead 1/4" plating no openings, stiffeners 5" x 2 1/2" x 5/16" B.A. no end attachments.
- (6) Forward tonnage well bulkhead 1/4" plating with 10'10" x 37 1/2" openings (p. & s.) (no coaming) closed by steel plates with hook bolts, stiffeners 5" x 2 1/2" x 5/16" B.A., no end attachments.
- (7) Doorway in engine room casing side (p. s.) opening 5'0" x 2'0" x 18" sill closed by hinged steel door with spring lock manipulated from both sides, casings 1/4" plating, 3/8" coamings, stiffeners 5" x 2 1/2" x 5/16" B.A.
- (8) Doorways in sloped boiler casing sides (p. & s.) openings 2'4" x 1'10" sill 4'6", closed by hinged steel doors with lever handles manipulated from both sides, casings 1/4" plating, 3/8" coamings, stiffeners 5" x 2 1/2" x 5/16" B.A.
- (9) Scuppers led to hold bilges from Shelter 'tween decks permanently closed by welded plates.
- (10) Shelter 'Tween Decks drained to machinery space bilges by two scupper pipes on each side fitted with self-closing cocks.
- (11) Drain holes cut in wings of 'tween deck bulkheads to permit drainage of water to scupper pipes.
- (12) 5" Overboard scuppers restored each side of tonnage well with screw-down automatic non-return valve controlled from Shelter Deck and having indicator showing whether valve is open or closed.

noted. \$

29 OCT 1947



R. S. Piddington

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Foundation

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