

5c.10.35.

5-FEB 1924

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

"HULL TRADER"

Rpt.

Nwc

No.

99125

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

2nd. S.S. No. 3.

due 4,41

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in decimals of an inch.

STRAKE.	AMIDSHIP.						FORWARD.						AFT.						REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.					
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.				
BRIDGE																			
BRIDGE SHEER STRAKE	K	.26	.25	.25	.01	.01													
Strake below	J	.31	.32	.35	-	-													
R.Q.																			
MAIN SHEER STRAKE	H	.56	.55	.60	.01	-						.34	.40	.40	-	-			
UPPER DK SHEER	G	.72	.75	.70	-	.02	.36	.45	.40	-	-	.34	.40	.40	-	-			
1st Strake below																			
2nd	F	.42	.45	.40	-	.02	.36	.35	.40	.01	-	.36	.35	.40	.01	-			
3rd	E	.38	.38	.45	-	-	.34	.35	.36	-	-	.34	.37	.35	-	-			
4th	D	.40	.45	.35	-	.05	.36	.35	.35	.01	.01	.36	.37	.40	-	-			
5th	C						.40	.36	.36	.04	.04								
6th																			
7th																			
8th																			
9th																			
		NOTE: H & G strakes gauged at break																	

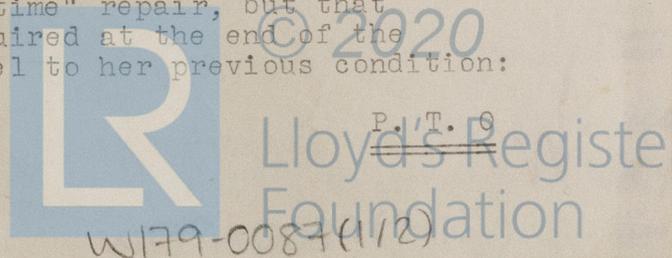
Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to indented forecastle No. 1 sheer plate (s.s) and at after end of No. 2 hold (s.s) being dealt with at the Owners' convenience, and to the after keel plates and shell plating in way (p & s) (indented) being dealt with at the first convenient opportunity.

Repairs were required to shell plating, bunker bulkhead, ceiling, ventilators etc., damaged through enemy action.

The NEWCASTLE Surveyors now report the vessel placed in dry dock, and damage repairs carried out to shell plating etc., as above.

It was agreed with the representatives of the Owners and Underwriters that the repairs effected to the shell plating constitute an efficient "War time" repair, but that further repairs as follow will be required at the end of the present emergency to restore the vessel to her previous condition:



strakes frames etc in way being dealt with at owner's convenience, one length of chain e
 supplied at first opportunity (2 other lengths to be supplied after present

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

"HULL TRADER"

A number of shell plates amidships in D, E, F, G, H, J, and K strakes (fitted with welded patches) and slightly buckled frames etc. in way.

The 2nd S.S. No. 3, due 4.41, has been held and some repairs effected.

The shell plating has been drilled, with results as shown above which appear to be satisfactory.

The indented plating etc., as above, examined and found efficient.

15 fathoms of chain cable to replace a rejected length require to be supplied at the first opportunity (and 2 other lengths to be supplied at the end of the present emergency).

It is submitted the vessel appears worthy to remain as classed with record of survey 12.40 and notation of S.S. No. 3-12.40, subject as above, to shell plating amidships in D, E, F, G, H, J and K strakes and frames ^{etc.} in way being dealt with, to 15 fathoms of chain cable being supplied at the first opportunity (and to 30 fathoms of chain cable being supplied when the present state of emergency has passed).

Italics note
ful

100A1)	
12.40 Bly)	
S.S. Bly ^{and} No. 3-12.40)	Subject, etc.
Fitted for carrying)	
vegetable oil in)	
fore and after peaks.)	

f.c.D
4.2.41

The Certificate of Classification to be endorsed "Cargo battens not fitted" and the same notation to be printed in the Register Book.



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Lloyd's Register
Foundation

W179 0087 (2/2)

strakes frames etc in way being dealt with at owner's convenience, one length of chain cable to be supplied at first opportunity (2 other lengths to be supplied after present emergency)