

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *11th Jan 1938* When handed in at Local Office *11/11/38* Port of *NEWCASTLE-ON-TYNE*

No. in Reg. Book *37420* Survey held at *South Shields* Date, First Survey *6 Decr* Last Survey *10th Jan 1938*
37420 ~~1423~~ on the Wood, Iron or Steel *PACIFIC TRADER* (No. of Visits *23*)

TONNAGE:— Built at *Sunderland* By whom *W. Doxford Sons Ltd* When *1924*
GROSS *6327* Owners *Burner Withy & Co. Ltd* Owners' Address *as recorded*
UNDER DK *5298* Managers *A. J. Brunker* Port belonging to *London*
NET *3935*

Surveyed Afloat or in Dry Dock? *Yes* Name of Dock *Middle Dock* Destined Voyage *Asst*

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, ladders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *109932* Port *Liv*

Medical Surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs in 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.

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 *not required*.

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned how expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------------|--|
| <i>+100 A1 with freedom 5.36 55 GLS N.2-32</i> | | <i>+LM.C 8.32 DBS. 12.35 +Lloyd RMC 5.37 CL. 4.36</i> |

Society's Freeboard (if assigned) as *3* ft *11 1/2* ins. painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? *Underwriters Surveyors.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage stated to have been caused by heavy weather between the dates July 6th to November 19, 1937 whilst on a voyage from Vancouver to Liverpool.*

By striking Old International wharf at Shanghai on 14th 15th August 1937 during a typhoon.
Completion of Special Survey No. 3.

Work done: vessel placed in dry dock, bottom and rudder cleaned and examined and coated after repairs.

Repairs now done on account of heavy weather damage:— Fastenings of Rudder

| MATERIAL OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | DK. Plates. | Other Items:— |
|--------------------------------|---------------|----------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | <i>4</i> | <i>1</i> | | | | | | |

| GENERAL CONDITION OF THE | State if Tanks have been examined inside | Air and Sounding Pipes | Copper, or Y.M. of Wood Vessels |
|--|--|------------------------|---|
| Condition of Decks <i>good</i> | <i>See report</i> | <i>good</i> | <i>When put on, Month Year</i> |
| Frames <i>good</i> | <i>good</i> | <i>good</i> | <i>Boats good</i> |
| Fastenings <i>good</i> | <i>good</i> | <i>good</i> | <i>Masts, Yards, &c. good</i> |
| Plating <i>good</i> | <i>good</i> | <i>good</i> | <i>Condition, how ascertained from deck</i> |
| in way of sidelights <i>good</i> | <i>good</i> | <i>good</i> | <i>(State if wedges removed)</i> |
| Staircases <i>good</i> | <i>good</i> | <i>good</i> | <i>Sails</i> |
| Steering gear and its connections <i>good</i> | <i>good</i> | <i>good</i> | <i>Equipment letter B+</i> |
| Windlass <i>good</i> | <i>good</i> | <i>good</i> | <i>Anchors, No. of 3 B. 15</i> |
| Have pumps now been examined and found efficient? <i>good</i> | <i>good</i> | <i>good</i> | <i>Chain Locker not exam</i> |
| Have Sluice Valves now been examined and found efficient? <i>good</i> | <i>good</i> | <i>good</i> | <i>Cables (State if now ranged) no</i> |
| Have Watertight Doors now been examined and found efficient? <i>good</i> | <i>good</i> | <i>good</i> | <i>length stated mean diam. (on board) complete</i> |
| Have Ventilators and their Coamings been examined and found efficient? <i>good</i> | <i>good</i> | <i>good</i> | <i>Hawser & Warps good</i> |
| | | | <i>Standing and Running Rigging</i> |

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pND24, &c."

This vessel is in efficient condition and eligible in my opinion to remain classed in the Register Book with fresh record of survey 1.38 and notation of 8.8 GLS N.3 with date 5.37 as previously recommended.

10ms 8.35—Transfer Ink (The Surveys are requested not to write on or below)

| | | | | |
|---|---|----|----|---------------------------|
| Survey Fee (per Section 29) | £ | : | : | Fees applied for (London) |
| Special Damages Repair Fee (if any) (per Sec. 29) | £ | 15 | 15 | 0 12/11/1938 |
| Travelling Expenses (if chargeable) | £ | : | : | Received by me, 21/1/1938 |
| Second Surveyor's Fee (if any) | £ | : | : | John A. Rowson |

Committee's Minute *FRI 14 JAN 1938*

Character Assigned *100% With freeboard*
note Lloyd's (no. 3. 5.37 + dmc cl. 1.38 without
Dele. Recd. record plus. DR. 1.38



Is Certificate required? If so, to be sent to

W234-0023 1/3

N.B. - If this Report is copied by Copying Press, especial 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.

Stuffing box renewed, also leak pad, and two $6 \times 4 \times \frac{1}{2}$ angles fitted fore and aft (P.S.) double riveted to deck and fitting closely to casting.
A number of deck fittings renewed also covering plates over steam pipes alongside hatchways.

Shell Rivets renewed: N. 3 tank 25 Port Side, 6 Starb. Side.
N. 4 " 176 " " 177 " "

Internal Tank Rivets: N. 3 tank:
Floor Rivets 258 P.S. 178 S.S.
Tank Top 129 P.S. 42 S.S.
under Bedplate 40 P.S. 15 S.S.
Tank Side 10 P.S. 20 S.S.

N. 4 Tank:
Floor Rivets 12 P.S. 26 S.S.
under Bedplate 26 S.S.

N. 5 Tank:
Floor Rivets 93 P.S. 137 S.S.
Tank Top 81 P.S. 35 S.S.
under Bedplate 52 P.S. 57 S.S.

N. 6 Tank:
Floor Rivets 62 P.S. 43 S.S.
Tank Top 9 S.S.

Shelter Deck abreast Starb. Sidley Door:
1 Deck doubling cropped and new doubling plate fitted and

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. | When and where tested and Superintendent. |
|------------------------|---------------------------|-------|-----------------------|-----------|------------------------|-----------------|----------|---------------------------|--|--------------|-------------------|---|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Rule. | Length. | Diam. | | | | |
| | Fathoms. | Inch. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. qrs. lbs. | Fathoms. | Inch. | | | | |
| | | | | | | | | | | | | |

extended to meet doubling at derrick post and straps fitted under butt at each end covering fracture on deck plate at end of original deck doubling.

Double Bottom Tanks tested on completion of tank repairs and found satisfactory.

Repairs now done on account of N. 2 Damage: Starb. Side. (numbers from aft end)
G strake N. 11: H strake N. 6 + 11: J strake N. 8 faired in place.
Frame and wing bulkhead plate aft bulkhead, forward deep tank, faired in place.
(Please see following sheet)

S.S. PACIFIC TRADER

Completion of Special Survey :-

Tanks N^o 3, 4 (F.W. TANK) 5 + 6, and copperdams examined internally.
N^o 3, 4, 5 & 6 tanks tested in accordance with rules.

Machinery spaces examined, under donkey boilers examined.
Treebooms verified.

Repairs now done: Shelter deck hatchway hull angle stiffeners renewed on N^o 1, 5 + 6, Port Starb, and on N. 2 Port Side, of $7 \times 3 \frac{1}{2} \times \frac{3}{4}$ S.A.

Aft Peak: Tank top: 3 plates renewed Port Side.
4 " " Starb. Side.

wood covering removed and bitumastic deck covering replaced in lieu after completion of repairs and tank testing.

Forward Bulkhead: Centre plate renewed in way of Lumber escape (V⁴)

Lower bulkhead plate at Lumber top.

washplate: one plate renewed, vertical bulkhead angle renewed: 3 Deck brackets on washplate renewed.

Transverse semi. box beam plate renewed (stringer height) 14 stiffener brackets renewed, 4 brackets under semi box beam renewed.

Forward Deep Tank: - Top Strake, 3 brackets P.S. renewed
Bottom " " 3 " P.S. renewed.

Top plating drilled and found satisfactory.

Aft Deep Tank: - Top strake renewed.
3 brackets P.S. renewed at deck

Basing Top: 3 plates renewed P.S.
1 thwartship plate renewed.
1 plate doubled aft end of skylight.
1 plate cropped + part renewed P.S. aft of skylight.
2 plates doubled under tank, aft end, S. Side.
12 Hatch covers renewed.

The following removals for fitting new Donkey Boiler:-

aft end, forward deep tank: 5 plates and 6 stiffeners and deck brackets also bottom brackets, 3 fwd wing brackets and channel stringers.

Thwartship [stiff shell brackets.

Donkey Boiler seating reduced in height.

one Upper Deck Centre plate over deep tank and Starb. Side Tank coaming removed.

all replaced as before and deep tank tested in accordance with the rules and found satisfactory.

The insulation in hold removed and holes in deck and bulkheads closed by riveted plates. Ceiling in holds has sheathing fitted on top of original ceiling. Sparring fitted and steel work coated as necessary. Bilge lumber boards renewed in one thickness of wood.

John. A. Rowson P.T.O.
Lloyd's Register Foundation

W234-0023

PACIFIC TRADER.

This vessel is reported to have been ordered to
mess LUDVIG G BRAATHEN. of Oslo on completion
of special survey.
and name will be changed to BRAGANZA
Port of Registry OSLO.

John A. Dowson.

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