

1m.10.47

DCW

13 AUG 1948

ived by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SSSEL'S NAME MERCATOR

REPORT Ant. No. 24851

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

In cases which have to be submitted to 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.)

PERIODICAL SPECIAL SURVEY (D) due FOR RECLASSIFICATION.

of Survey

(Ship over 24 years old.)

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

The thicknesses are in hundredths 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 SHEER STRAKE	N	66	67	67	-	-	40	38	38	2	2	38	37	37	1	1	
	M	62	60	60	2	2	40	36	37	4	3	38	35	35	3	3	
Bridge Strake below	L	98	97	98	1	-	44	43	43	1	1	44	39	43	5	1	
SHEER STRAKE	K	72	55	55	17	17	44	35	36	9	8	44	51	55	-	-	
st Strake below	J	63	59	58	4	5	44	35	35	9	9	44	43	47	1	-	
nd " "	H	67	51	55	16	12	44	75	72	-	-	44	35	35	9	9	H 11 (p.s.) renewed.
rd " "	G	67	49	50	8	17	44	57	59	-	-	44	47	43	-	1	
th " "	F	67	47	47	20	20	44	83	59	-	-	44	43	39	1	5	F 11 (s.s.) part renewed.
th " "	E	63	58	59	5	4	46	39	40	7	6	46	42	39	4	7	
th " "	D	63	CEMENT				46	47	43	-	3	46	46	47	-	-	
th " "	C	63	-do-				46	82	59	-	-	46	45	45	1	1	
th " "	B	63	-do-				46	38	40	8	6	CEMENT					
th " "	A	63	-do-				46	CEMENT				-do-					
0th " "	KEEL	100	-do-				76					76	-do-				
1th " "																	
2th " "																	

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

This Finnish owned ship was built in 1920 and classed #100A1. The class was withdrawn from the Register Book in 1942 on account of the ship being in German hands during the war.

The validity of an "Examined L.R." notation expired 5.47. This notation was subject to (a bower anchor and 30 fathoms of chain cable being supplied).

The ANTWERP Surveyors report (5.48) ship examined in dry dock, bottom coated and on account of 3 damages, due to (1) grounding, (2) striking submerged object, and (3) collision, repairs effected to a few items of minor importance.

The requirements of the Periodical Special Survey (D) for Reclassification complied with, including the drilling of the shell

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plating with results as above, which, with renewals, are such as can be approved.

On account of wear and tear, repairs effected to a few shell plates, frames, floors and other items.

A bower anchor and 15 fathoms of chain cable, as above, supplied and the marks verified with certificate. 15 fathoms of chain cable remain to be supplied.

The ship has been converted for the burning of oil as fuel and alterations effected in accordance with plans approved.

The requirements of a SPECIAL SURVEY NO. 2 were reported at Helsingfors as complied with (7.44).

It is submitted this ship is eligible to be reclassified 100A1 with particulars as formerly, with record of docking 2.48 and the notation of "S.S. Ant.- 5.48 (Dr.)" assigned as recommended, subject to cargo battens being placed in order at the earliest opportunity and to (15 fathoms of chain cable being supplied).

INSERT IN R.B.

100A1 with particulars as formerly.

2.48 ANT.)
"S.S. Ant.-5.48 (Dr.)") Subject
Fitted for ^{OIL FUEL 5.48} ~~C.B.~~ F.P. above 150°F.

It is submitted the Surveyors be requested to advise the reason for the modified length of the poop.

13 AUG 1948

See Ship M Comms Sent
records Dept 27.8.48



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In view of the reported thicknesses of F, H & K strakes (p & s amids) of shell plating it is considered the Surveyors should have submitted for the consideration of the Committee the results of drillings with their recommendations immediately after the thicknesses had been ascertained.

It is accordingly submitted the Surveyors be informed that in future similar cases where wastage is apparent ^{as in this case} the thicknesses of the shell plating should be submitted with their recommendations to the Committee for consideration as soon as possible after the thicknesses are ascertained, and not when the survey is completed, so that the necessary steps can be taken to ensure that the Society's practice in respect of the permissible reduction in shell thicknesses can be investigated and the requisite instructions be given to the Surveyors in order that no undue delay is caused in carrying out the survey and thus inconveniencing the Owners.

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