

26 JUL 1948

No. 24851

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24-7-1948 When handed in at Local Office 24-7-1948 Port of Antwerp
No. in Survey held at Antwerp Date, First Survey 21-11-47 Last Survey 30-5-1948
Reg. Book. S.S. MERCATOR (No. of Visits 41)68060 TONNAGE: 29203 on the Wood, Iron or Steel
GROSS 4661 Built at Port Glasgow By whom Lithgows Ltd When 1920
UNDER DK 4196 Owners A/B FINLAND AMERIKA LINTEN O/Y Owners' Address
NET 2797 Managers Port belonging to HELSINGFORSSurveyed/Afloat or in Dry Dock? BOTH Name of Dock N° 16 & 229 Bud, N° 9 DD
Cell DBor DBa feet; uE & B feet; f feet
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. 4109 Port Rio

Periodical Surveys, when held, must be reported in detail and serially 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 & declined Society's Freeboard (if assigned) as 5 ft. 6 1/2 ins. painted on Ship and now verified

By owners Supt not required Was a damage report made by anyone else? if so, by whom? Yes U/S.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage drydocking, S.S. D (due 7.47) ship 27 years old, Reclassification, oil fuel conversion.

Vessel placed in drydock on account of damage stated to be due to:-

A. Vessel striking the ground at Bahia Blanca on 16th & 17th July 1947.

B. Propeller striking a submerged object at Wasa on 22 Sept 1947

Repairs also effected on account of damage stated due to:-
C. Contact with another vessel at Hangö during April 1947.

NOW DONE Vessel placed in drydock, shell plating & rudder

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	✓	✓	✓	✓	✓	✓	✓	1 Bulwark Plate, 1 Pipe Keel
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	Part Pipe Keel
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	Part Pipe Keel

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 or Asphalt "	Oil Bunkers good	Boats good
Beams & Fastenings "	Rudder "	Scuppers "	Masts, Yards, &c. good
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights "	Windlass "	Hatches "	Equipment letter
Frames "	Have pumps been examined and found efficient? yes	Planking	Anchors, No. of 3B. 15
Reverse Frames "	Have Sluice Valves been examined and found efficient? yes	Caulking	Cables (State if now ranged) yes
Longitudinals ✓	Have Watertight Doors been examined and found efficient? yes	Treenails	" length 255 mean diam. 2 1/16"
Transverses ✓	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	" Rule length 270 size 2 3/16"
Floors good	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker good
Keelsons "	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps insufficient
Riggers "		" at other places	Standing and Running Rigging good
Inner Bottom Plating "		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? yes		Salting	
Have the Tanks been tested? yes		State if examined.	

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 as now seen is in good condition & eligible in our opinion to be reclassified in the Register Book +100 A.I. with drydocking date 2.48 and notation S.S. ANT. 5.48 (DR) subject to cargo battens being placed in order (15 fathoms of chain cable to supply)

Survey Fee (per Section 29) Reclass.	Frs. 36030.-	Fees applied for,
Oil Fuel converted and rep.	Frs. 15900.-	24-7-1948
Special Damage or Repair Fee (if any) (per Sec. 29) Sunday att.	Frs. 1060.-	Received by me,
Travelling Expenses (if chargeable)	Frs. 900.-	19
Second Surveyor's Fee (if any)	Frs. 3515.-	

Committee's Minute

Character Assigned

Reinstall +100 A.I. subject

Delete Reel 2.48 Ant 5248CL S.S. Ant - 548 (DR) + LNC 548 subject

CERTIFICATE WRITTEN

Is Certificate required? If so to be sent to Antwerp office

003474-003478-0148 1/4

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.

cleaned examined & recoated & the following repairs effected:—

Damage (A) Rudder lifted all pintles & bushes renewed.

Bilge Keels Port Forward section off fair & refitted after Lutini joined in place
Std Forward section cropped & part renewed, 2nd, 3rd & after lengths off fair & refitted

Damage B. No repairs found necessary to Hull.

Damage C. Port side aft. No 4 Bulwark plate from aft renewed two lengths of bulwark rail off fair & refitted, 4 bulwark stays off fair & refitted.

All above repairs permanent — none deferred.

Now Done Reclassification Special Survey D (due 7.47) ship 27 years old.

Vessel placed in drydock, shell plating & rudder cleaned examined & recoated. Last seen in drydock 27th February 1948.

Examined All holds, tween decks, engine & boiler spaces, under engines & boilers, bumpers, ash shoot,

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.			
1910	1st Bower	63	0	26		50	2	2	0	56	3	9
	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 Superintended.
	Length.	Diam.	Stato-ry.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
10076	15	2 3/16	86 5/16	120 5/16	37.3.14	39.0.0.	✓	✓	STUD LINK 41/2 SHACKLE KETTING/AB	NV. ANKER 2 J.O. HERWERDEN	21.11.42
10383	1 END FOR 2 3/4 SHACKLE	2 3/4	86 5/16	✓	1, 0, 9	38 3/4	✓	✓	END SHACK - DO. -	G. DE JONG ROTTERDAM.	14/11/47.
	Iron Stream Chain or Steel Wire										

anchors & cables, chain locker, fore peak space (dry) fore peak spaces, after peak tank internally, after peak spaces, all double bottom tanks internally, deep tanks, deep tanks internally, plating under sidelights, hatches (wedges removed), rigging, hatchways, covers, supports, tarpaulins, cleats & battening arrangements, ventilators, air & sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, water tight door, general equipment & freeboard.

S. S. MERCATOR.

Spaces cleared & cleaned, ceiling & pipe casings removed as required.

Shell plating drilled thicknesses ascertained noted on attached sheet.

Tested all double bottom tanks, deep tanks, fore peak bulkhead, (dry peak) after peak tank, & oil fuel settling tanks (new).

Repairs — wear & tear — the following & other minor repairs effected:—

Shell plating (Port side) C.16 & H.11 renewed.

J.2 released & fair in place

Poop Rivin plate renewed

(Std side) H.11 & M.16 renewed.

F.11. Cropped & after part renewed with E.W. butt.

Poop Rivin plate renewed

Shell Riveting & butts About 3,500 bad rivets renewed in way of S.C. & D strakes Starboard forward & F. & G strakes port & starboard amidships & a few worn butts amidships built up with E.W.

Frames In way of Bridge Space Bunkers:—

Std side 30 frames & Port side 26 frames cropped & lower part renewed.

In way of Tween Deck Bunkers:—

Std side 15 frames & Port side 6 frames renewed & cropped & lower part renewed.

In way of Poop space:— 6 frames port &

6 starboard cropped & lower parts renewed.

In E.R. Port side, 4 bilge brackets cropped & part renewed.

In the peak 2nd string stiffened with face bars P.P.S. Chain locker, centre line bulkhead & bottom renewed, after bulkhead cropped & 2 plates part renewed.

No 2 D.B. Tank now divided into No 2 & 2A transversely at floor No 112 & longitudinally by blanking off holes in centre keelson. All necessary air suction & sounding

pipes provided. Cofferdams fitted between No 2 & 3 D.B. tanks & No 4 & 5 D.B. tanks & provided with necessary access manholes, air, suction & sounding pipes.

No 3 D.B. Tank 8 floors port & 8 Std fitted with vertical angle stiffeners.

No 5 D.B. Tank Port side 2 floors cropped & part renewed, 2 intercostals cropped & part renewed.

Std side 12 floors cropped & part renewed

6 intercostals " " "

Angle Stiffeners fitted to 5 floors.

No 6 D.B. Tank Port side 1 floor cropped & part renewed 4 stiffeners renewed on fore tank end.

Std side 24 floors cropped & part renewed

P. S. "MERCATOR"

Aft tank end doubled as necessary.

And " " 4 Angle stiffeners renewed.

Aft Peak Centre strake tank top plate renewed.
Tank Top

In Crossbunker. (N^o 2 D.B.T. P+S) 2 Tank Top plates renewed

In Boiler Room. (N^{os} 2+3 D.B.T. P+S) 5 " " "

In N^o 6 Hold. (N^o 6 D.B.T. S.) 3 " " "

Bulkheads And B.R. Bulkhead wing plates
port & starboard crossed & part renewed.

Bulkhead stepped forward as approved
plans with part new material as necessary.

Aft E.R. Bulkhead in way of deep tank
port side doubled at bottom as necessary.

Decks. Forecastle deck. 6 plates renewed.

Upper Deck at Forecastle 1 plate renewed.

" " Aft between N^o 5 Hatch & poop 2 plates renewed

Poop Deck. 18 plates renewed 1 plate crossed
& part renewed.

Tween Deck in way of deep tank top:- existing
deep tank coaming removed & deck replated
over flush with suitable access manholes
to deep tanks. 5 plates renewed & 4 new
beams fitted

Casing Top. 2 plates renewed & several doublers
fitted as & where necessary.

No 1 Hatch Coaming (port side) doubled as
necessary.

No. 2. Hatch coaming (Port side) longitudinal stiffener
renewed.

E. R. Casing. Starboard side in way of bunkers. 4 plates
crossed & part renewed Port side 1 plate
crossed & part renewed.

Equipment (S.R.C.)

A new Bow Anchor & Anchor shackle, 1 length
of chain cable (15 Fathoms) & 1 joining shackle now
supplied placed on board & connected up.
15 pairs of existing joining shackles renewed.

Freeboard Renewal freeboard survey carried
out & report forwarded. Please see also report
C.11. Contd. herewith.

Oil Fuel Conversion (F.P. above 150°F) The vessel has
now been converted to oil fuel in accordance with
the approved plans, Secretary's letters, & appropriate

Port of Antwerp
S.S. MERCATOR

Continuation of Report No. 24851 dated 24-7-48

on the

2
Cuenlars, oil fuel being carried in
Nº 2 & 2 A D. B. T., settling tanks (new) & in
deep tanks. The necessary cofferdams,
with access anqts. air, sounding & suction
pipes have been provided.

Total length of prop now 37'10"

J. R. Hall



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Foundation