

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5-10 1939 When handed in at Local Office 5-10 1939 Port of LONDON

No. in Reg. Book 29632 Survey held at LONDON Date, First Survey 9-9-39 Last Survey 2-10 1939
(No. of Visits 3)

29632 on the Wood, Iron or Steel S.S. "MEREL"

TONNAGE:— Built at RYINE By whom AYRSHIRE D.K. Y.C. L. When 1925 9

GROSS 1088 Owners GENERAL STEAM NAV. CO. L. Owners' Address
UNDER DK. 841 Managers Port belonging to LONDON
NET 467

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock BLACKWALL Destined Voyage

Cell/Dor/Dba feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT tons

N.B.—All alterations in the existing records of tanks should be underlined.
Last Report, No. 15432 Port Am.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100 A.I. WITH FREE⁸⁰ 10-38</u>	<u>+2 M.C. 10-38</u>
<u>S.S. LON. N. 3. 10-38</u>	<u>LLOYDS R.M.C. 7-39</u>
	<u>C.L. 4-37</u>

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & CONDITION.

DAMAGE. Stated to have been obtained on 2nd Sept. 1939 through collision with S.S. "ASEITY" off Limehouse Reach while outwards bound.

NOW DONE. SHELL PLATING PORT SIDE. C.1. faired in place & renewed for unripping stem bar. E.1 & G.1 renewed and extended. E.2 & G.2 cropped and faired in place. F.2 faired in place. STARBOARD SIDE. E.1 & G.1 renewed and refitted. F.1 renewed. STEM BAR Top part above scarp renewed, faired and refitted. Port and starboard Lowne pipes renewed and deck flange of port side Lowne pipe renewed.

SHELTER DECK PLATING. Port stringer plate port side faired in place & stringer angle removed, faired and refitted. The stem plate faired in place.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	3	8			3		2	2 HASTE PIPES & 1 DK FLANGE 1 AIR PIPE
Removed and Faired or Repaired	2						1	STEM BAR, BREAST HULK.
Faired or Repaired in place	4	4			2		1	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper or Y.M. (State if on Felt.)	
Decks	GOOD				GOOD		When fitted, Month Year
Caulking of Decks	"				"		
Coamings	"				"		
Beams & Fastenings	AS ABOVE				"		Boats
Outside Plating	GOOD				"		GOOD
" " in way of sidelights	"				"		Masts, Yards, &c.
Frames	AS ABOVE				"		"
Reverse Frames	"				"		Condition, how ascertained
Longitudinals	"				"		FROM DK. (State if wedges removed)
Transverses	"				"		Equipment letter
Floors	"				"		Anchors, No. of
Keelsons	"				"		3 B. 1. S.
Stringers	"				"		Cables (State if now ranged)
Inner Bottom Plating	"				"		YES
Have the Tanks been examined internally	FIRE PL. ONLY				"		length 240 FMS mean diam 1 3/4 MEAN (on board)
Have the Tanks been tested?	FIRE PL. ONLY				"		Rule length 240 FMS size 1 1/2
					"		Chain Locker
					"		"
					"		Hawsers & Warps
					"		GOOD
					"		Standing and Running Rigging
					"		"
					"		Sails
					"		"

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 is eligible in my opinion to remain as now classed, and to have fresh record of Survey 10-39.

Survey Fee (per Section 29)	£	Fees applied for	£
Special Damage or Repair Fee (if any) (per Sec. 29)	10-10-0	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned 100 A1

5.9.39 With full PLG, 39

FRI. 13 OCT 1939

J. Richter
Surveyor to Lloyd's Register of Shipping.



W 429-0069

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.

FORE PEAK TANK TOP PLATING. Stem plate removed, faired and refitted. No. 1 stringer plate port side renewed and stringer angle cropped and port renewed.
FRAMES ABOVE FORE PEAK TANK. Nos 1, 2, 3, 4 + 5 port side and No. 1 starboard side, with brackets renewed.
FRAMES IN FORE PEAK TANK. No 1, 2, 5 + 6 faired in place, port side. No 3 + 4 renewed. Two beam knees renewed.
SHELTER DECK BEAMS No 1, 4 + 5 faired in place. No 2 + 3 renewed.

Breast hook in fore peak with angle connection removed faired and refitted.
 Two fore stays renewed & refitted. Air pipe to fore peak tank renewed.
 Fore peak tank tested and found satisfactory.
 New Port Bower anchor and fifteen fathoms of chain cable fitted, particulars as below.
 Shell plating clear of fore peak tank, hoisted in way of repair & found satisfactory.
 All fittings necessary to effect above repair were removed & afterwards refitted & all new & disturbed work renewed.
CONDITION. Vessel placed in dry dock, bottom, hull, stem, stem frame & rudder cleaned, examined, now placed in good condition & renewed. Decks, hatchways, hatches & supports, vents & their crammings, windlass, steering gear & its connections

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.			
98478	1st Bower	29	3	0			28	8	3	0	30	2	0	STOCKLESS	H. HINGLEY & SONS L.	NETHERTON J.A.R. 23-9-39.
	2nd "															
	3rd "															
	Collective Weight.										87	0	0			
	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.	Ins.	Tons.	Tons.					
59475	15	1 3/8	47 1/2	66 1/2	20	3	3				STUD LINK		20-9-39 CRADLEY HEATH L.E. PAUL.

and equipment generally examined & found in good condition. Steering chain renewed & tested.

Drop test of above anchor
 No. of CERT. 6623

WEIGHT OF ANCHOR HEAD 18-1-24

DATE OF TEST 16-4-37 J.A.R.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.