

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 5-10-39 When handed in at Local Office 5-10-39 Port of LONDON

No. in Survey held at LONDON Date, First Survey 9-9-39 Last Survey 2-10-1939  
Reg. Book. (No. of Visits 8)

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

TONNAGE: GROSS 1088 Built at IRVINE By whom AYRSHIRE D.K.Y.C.L. When 1925 9  
UNDER D.K. 841 Owners GENERAL STEAM NAV. C.L. Owners' Address  
NET 467 Managers Port belonging to LONDON.

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

Cell D B or D Ba feet; u E & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT 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. 15432 Port Am.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.I. WITH FREE 10-38	+2 M.C. 10-38
SS. LON. N° 3. 10-38	LLOYDS R.M.C. 7-39
	C.L. 4-37.

(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

Society's Freeboard (if assigned) as pointed on Ship and now verified } ft. 2 ins.

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

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

DAMAGE. Stated to have been sustained on 2<sup>nd</sup> 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 unshipping 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 faired and refitted. F.1 renewed. STEM BAR Top part above scarp renewed, faired and refitted. Port and starboard lower pipe renewed, and deck flange of port side lower pipe renewed. SHELTER DECK PLATING. On 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 D.K. FLANGE 1 AIR PIPE
Removed and Faired or Repaired	2						1	STEM BAR, BREAST HULL.
Faired or Repaired in place	4	4			2		1	

## PRESENT CONDITION OF THE

Decks	GOOD	Bulkheads	✓	Engine Room Skylights	GOOD	Copper or Y.M. (State if on Felt.)	
Caulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	✓	Oil Bunkers	"		
Beams & Fastenings	AS ABOVE	Rudder	GOOD	Scuppers	"	Boats	GOOD
Outside Plating	GOOD	Steering gear and its connections	"	Cargo Hatchways	GOOD	Masts, Yards, &c.	"
" in way of sidelights	"	Windlass	"	Hatches	✓	Condition, how ascertained	FROM D.K.
Frames	AS ABOVE	Have pumps been examined and found efficient?	✓	Planking	✓	(State if wedges removed)	
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter	P
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Anchors, No. of	3 B. 1.5.
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	✓	Cables (State if now ranged)	YES.
Floors	✓	Have the Tanks been examined internally?	✓	Transoms, Painters & Crutches	✓	" length 240 FMS mean diamr 1 3/4 MEAN	
Keelsons	✓	Have the Tanks been tested?	✓	Timbers of Frame at openings	✓	" Rule length 240 FMS size 1 1/2	
Stringers	✓	Have the Tanks been tested?	✓	" at other places	✓	Chain Locker	✓
Inner Bottom Plating	✓	Have the Tanks been tested?	✓	Stringers, Clamps & Belts	✓	Hawsers & Warps	GOOD
Have the Tanks been examined internally?	✓	Have the Tanks been tested?	✓	Salting	✓	Standing and Running Rigging	"
Have the Tanks been tested?	✓	Have the Tanks been tested?	✓	(State if examined.)		Sails	✓

## General Observations, Opinion as to Class, Recommendation, &amp;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) ..... £  
Special Damage or Repair Fee (if any) ..... £ 10-10-0  
(per Sec. 29)  
Travelling Expenses (if chargeable) ..... £  
Second Surveyor's Fee (if any) ..... £

Fees applied for,

Received by me,

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Committee's Minute

Character Assigned

FRI. 13 OCT 1939

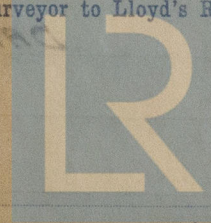
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With full

B.L.G. 39

B.L.G. 39

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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 DE 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 recoated.

CONDITION. Vessel placed in dry dock, bottom, hull, stem, stem frame & rudder cleaned, examined, now placed in good condition & recoated. 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.	lbs.			
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 "											30	2	0			
	3rd "											26	0	0			
	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.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
59475	15	1 1/8	47 1/2	66 1/2	20-3-3				STUD LINK		20-9-39 CRADLEY HARTY L.E. PAUL.
Iron Stream Chain or Steel Wire...											

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

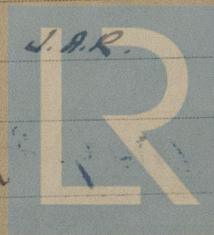
Drop test of above anchor

No. of CERT. 6623

WEIGHT OF ANCHOR HEAD 18-1-24

DATE OF TEST 16-4-37

J.A.R.



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