

R

of CARDIFF.

30th May, 1917.

A. B. Harris.

the Owners representative survey the Steel Screw Steamer
 "MERIONETH", 3004 tons gross of Cardiff on the 16th May 1917
 and subsequent dates whilst she lay on the Mercantile Pontoon
 Cardiff for the purpose of ascertaining the nature and extent
 of the damage stated to have been sustained by grounding on
 Roseneath Shoal on Friday 11th May, 1917.

For further particulars see Log Books.

On examination found	Recommended.
Keel strake	
The riveting and caulking of Nos 1 (forward), 4, 14 & 15 plates started and leaky.	The defective riveting to be cut out and renewed and the caulking made tight.
Nos 5 & 6 plates scored and caulking started.	To be dressed up and recaulked
Nos 7, 8, 9, 10, & 11 plates indented, and riveting & caulking started.	To be removed, faired & refitted.

M/M BLOX © 2021 53

(2)

No 12 plate indented on fore-
butt and riveting and
caulking started.

To be faired in place
and the riveting and
caulking to be made good.

Shell plating. (Starboard Side)

"A" strake (inside).

Nos 6,7,8,9,10,11,12 & 13 plates
indented, and riveting and caulking and refitted.
started.

To be removed faired

No. 14 plate indented

To be faired in place.

"B" strake (outside)

Nos. 5,7,10,11,12,13 & 14
indented, and riveting and
caulking badly started.

To be removed, faired and
refitted.

Nos. 8 & 9 plates indented
and badly scored.

To be renewed.

No. 15 plate indented.

To be removed, faired and
refitted, or faired in place
as found necessary.

"C" strake (inside)

Nos. 4,6,10, & 13 plates
indented and riveting and
caulking started

To be faired in place &
the riveting & caulking to
be made good.

Nos 5,8,9,11 & 12 plates
indented and riveting and
caulking started.

To be removed, faired and refitted

"D" strake (outside)

The riveting and caulking of Nos
5 plate started

The riveting & caulking to be
made good.

Nos 6,8,9, & 10 plates

To be faired in place and



© 2021

Lloyd's Register
Foundation

W853-0190 2/6

indented and riveting and
caulking started.

the riveting & caulking to
be made good.

Port Side.

"A" strake (inside)

Riveting & caulking of No.1
plate started & leaky.

Riveting and caulking to be
overhauled & made good.

Nos. 4 & 5 plates indented
& leaking.

To be faired in place, & the
riveting and caulking to be
made good.

Nos 6,8,9,10,11 & 12 plates
indented and leaking

To be removed faired & refitted

No.7 plate indented and badly
scored.

To be renewed.

"B" strake (outside).

Caulking of No 2 plate
started.

To be recaulked.

Nos 5,6,7,11, & 12 plates
indented & scored and leaking.

To be removed faired, dressed
up and refitted.

Nos 8,9, & 10 plates indented
and badly scored and leaking.

To be renewed.

No. 13 plate indented on fore butt. To be faired in place.

"C" strake (outside)

Nos 6 & 7 plates indented
and riveting and caulking
started.

To be faired in place &
the riveting and caulking
to be overhauled & made tight.

"D" strake (outside)

Caulking of No.3 plate
started & plate scored.

Plate to be dressed up &
recaulked.



© 2021

Lloyd's Register
Foundation

W853-01802

Riveting at fore end of Bilge Keel started.

Defective riveting to be cut out and renewed.

The rudder twisted to port from between the 2nd & 3rd arms from the bottom to the heel. The maximum twist being about 6" at the after part of the rudder plate.

The rudder to be unshipped and plate removed & faired the arms faired & the plate refitted. If on removal of the plate the main piece of the rudder be found twisted the same to be dealt with as found necessary & on completion of repairs the rudder to be reshipped & coupled up.

The double bottom tanks to be opened out, drained and cleaned for examination and then found:-

In No.1 (Hold) Double Bottom Tank.

The four after frames and tank end frame set up on both port and starboard sides.

To be faired in place.

No.2 (Hold) Double Bottom Tank

Port side:-

Nos. 5,7,9,11, & 13 frames and floors set up and more or less buckled.

To be cut adrift and faired in place, and the floors to be fitted with stiffening bars.

Nos. 1,3,15, & 17 frames and

To be cut adrift and faired



© 2021

Lloyd's Register Foundation

Floors set up and slightly buckled, in place.

Frames Nos. 2,4,6,8,10,12,14,16 To be faired in place,

and 18 to 39 (tank end) inclusive

set up.

Starboard Side.

Frames 1,2,3,4, and 21 to 39 (tank To be faired in place,

end)inclusive set up.

Centre line bracket on frame 32 bu- To be faired in place and
skled, reriveted.

Boiler Room Tank.

Port and Starboard Sides.

Frames Nos 1 to 9 (tank end)
inclusive set up and bitumastic
enamel on floors started.

To be faired in place and
the bitumastic enamel to be re-
paired as required.

Engine Room Tank

Port & Starboard sides

Frames Nos 1 to 10 (tank end)
inclusive set up

To be faired in place.

No.3 Hold Double Bottom Tank

Port side.

Frames 1 to 6 inclusive set up

To be faired in place.

Starboard side.

Frames 1 to 8 inclusive, also

To be faired in place.

the two after frames and tank end

frame set up.

No.4 Hold Double Bottom Tank

Starboard Side.

Frames Nos 1 to 6 inclusive set up To be faired in place.



© 2021

Lloyd's Register
Foundation

W853 018036

(6)

The riveting of the middle line row of intercostals on port & starboard sides to be renewed as found necessary.

Started and broken on port Started & broken cement to be
starboard sides in all tanks in cut out and renewed,
damage.

The double bottom tanks to be tested by water pressure on completion of repairs.

Raw and disturbed work to be painted.

These recommendations being made to place the vessel in as good and efficient condition as she was before the damage was sustained.

In consequence of the vessel being urgently required for Government purposes the above recommendations could not be carried out on this occasion; the following temporary repairs were recommended and carried out in order to place the vessel in a

fit condition to proceed on her contemplated voyage is:-

The started and leaky shell riveting be cut out and renewed or tooled up as required. Leaky landings and butts be re-welded. The broken cement in double bottom tanks be removed and replaced and the broken riveting connecting floors and girders be replaced by bolts.

A. R. Harris

SURVEYOR to LLOYD'S REGISTER.

W 10-10-0



© 2021

Lloyd's Register
Foundation

W853-0180 1/4