

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.

Nos 5 & 6 plates scored and  
 caulking started.

Nos 7, 8, 9, 10, & 11 plates  
 indented, and riveting & caulking  
 started.

The defective riveting to be  
 cut out and renewed and  
 the caulking made tight.

To be dressed up and recaulked

To be removed, faired &  
 refitted.

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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



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indented and riveting and  
caulking started.

Port Side.

"A" strake (inside)

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

Nos. 4 & 5 plates indented  
& leaking.

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

No. 7 plate indented and badly  
scored.

"B" strake (outside).

Caulking of No 2 plate  
started.

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

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

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.

"D" strake (outside)

Caulking of No. 3 plate  
started & plate scored.

the riveting & caulking to  
be made good.

Riveting and caulking to be  
overhauled & made good.

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

To be removed faired & refitted

To be renewed.

To be recaulked.

To be removed faired, dressed  
up and refitted.

To be renewed.

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

Plate to be dressed up &  
recaulked.



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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 complet-  
ion 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



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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  
riveted.

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.



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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  
board sides in all tanks in cut out and renewed,  
damage.

The double bottom tanks to be tested by water pressure on com-  
pletion of repairs.

new 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 sus-  
tained.

In consequence of the vessel being urgently required for  
Government purposes the above recommendations could not be  
temporary  
carried out on this occasion; the following 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-  
milked. The broken cement in double bottom tanks be removed  
and replaced and the broken riveting connecting floors and  
frames be replaced by bolts.

*A. B. Harris*  
SURVEYOR to LLOYD'S REGISTER.

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