

of CARDIFF.

24th. May 1917.

A. B. Harris.

the Ministry of Shipping, and as instructed by the Committee of Lloyd's Register of Shipping survey the Hull and equipment of the Steel Screw Steamer "MERIONETH", 3004 tons gross, of Cardiff for the purpose of ascertaining as far as practicable having regard to the age and type of the steamer - as to whether fair wear and tear-excepted, she is in a good and seaworthy condition, and properly found and equipped for the contemplated voyage.

The deck log books for the previous voyage - covering a period from the 14th. March 1917 to the 15th. May 1917 - were produced, and on examination of the same it was found that on Friday the 11th. May 1917 at 9.25. a.m. "The ship took the ground" "on Roseneath Shoal, Engines immediately put full astern and" "continued working ahead and astern, also Nos 1 & 2 & A. P. Tanks" "pumped out, at 11 a.m. ship floated, sounded round and found ship" "tight". Proceeded on passage.

On examination as she lay on the Mercantile Pontoon, Cardiff on the 16th. May 1917 and subsequent dates found. The bottom



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(2.)

ting scrubbed and scored fore and aft, and the following plates  
e or less indented i.e. :- Keel plates Nos. 7,8,9,10,11 & 12.  
the Starboard Side.

strake. plates. Nos. 6,7,8,9,10,11,12,13 & 14.

" " Nos. 5,7,8,9,10,11,12,13,14 & 15.

" " Nos. 4,5,6,8,9,10,11,12 & 13.

" " Nos. 6,8,9. & 10.

the Port Side.

strake. plates. Nos. 4,5,6,7,8,9,10,11 & 12.

" " Nos. 5,6,7,8,9,10,11,12 & 13.

" " Nos. 6 & 7.

plates numbered from forward.

The rudder twisted to port from between the 2nd. and 3rd. arms  
at the bottom to the heel. The maximum being about 6" at the after  
end. The fore peak, and double bottom tanks examined internally and  
the cement started in way of damage in all tanks, and the  
following frames and floors more or less buckled i.e.

1. Hold Tank. (port & starboard sides.)

four after frames and tank end frame.

2. Hold Tank. (port side)

1 to 17 inclusive frames and floors and

frames Nos. 18 to 39 (Tank end) inclusive.

2. Hold Tank. (starboard side)

frames Nos. 1 to 4. and Nos. 21 to 39 (Tank end) inclusive.

centre line bracket on frame No. 32.

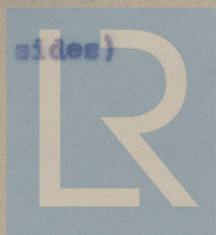
er room tank. (port & starboard sides)

frames Nos. 1 to 8 (Tank end) inclusive.

Bitumastic enamel on floors started.

er room Tank. (port & starboard sides)

frames Nos. 1 to 11 (Tank end)



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3 Hold Tank. (port side)

Nos. 1 to 6 inclusive.

3 Hold Tank. (starboard side)

Nos. 1 to 8 inclusive and the two after frames and Tank end

4 Hold Tank. (starboard side)

Nos. 1 to 6 inclusive.

The broken cement in the tanks has been removed and replaced and efficient temporary repairs affected to the damaged parts.

Examination was also made of the decks, holds, peaks, 'Tween keels, Cross and permanent bunkers (as far as accessible), hatch ways, ports and covers, casings, steering gear, and of equipment and all found to be in good condition. The surfaces were coated and painted in good condition.

Following equipment is now on board,

3. Bower, 1. Stream, and 1 Kedge.

2 spare anchor or end shackles.

Not ranged for examination.

and Hauling lines.

(1) 90 fms  $4\frac{1}{2}$ " Steel wire on winch.

(1) 100 " 4" " " " "

(3) 90 "  $2\frac{1}{2}$ " " " " "

(1) 90 "  $2\frac{1}{2}$ " " " new (not on winch.)

(4) 120 " 7" Manilla.

(3) 120 " 6" " (1 new)

(1) 45 " 15" Coir.

This vessel as far as now seen is in my opinion in a good

condition and properly equipped for the contemplated voyage.