

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24-7-1948 When handed in at Local Office 24-7-1948 Port of Antwerp
 No. in Survey held at Antwerp Date, First Survey 21-11-47 Last Survey 30-5-1948
 Reg. Book. S.S. MERCATOR (No. of Visits 41)

29203 on the Wood, Iron or Steel
 68060 TONNAGE:
 GROSS 4661
 UNDER DK 4196
 NET 2797

Built at Port Glasgow By whom Lithgows Ltd When 1920
 Owners A/B FINLAND AMERIKA LINJEN O/Y Owners' Address
 Managers Port belonging to HELSINGFORS
 Surveyed/Afloat or in Dry Dock? BOTH Name of Dock No 16 & 229 Bud, No 9 DD, Destined Voyage

Cell/Dor/DBa feet; uE&B feet; J feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 Only alterations in the existing records of tanks should be inserted.

CHARACTER	Machinery and Boiler Surveys
+	+
Reclassification	BP 5.46 (180 lb)
Examined L.R. 5.46	T.S. CL. N. 5.46
S.P. Bul No 3-7.33	
S.S. also No 1-37	

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 4109 Port Rio

Periodical Surveys, when held, must be reported in detail and serially 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. Offered & declined Society's Freeboard (if assigned), as painted on Ship and now verified 5 ft 6 1/2 ins.

By owners Supt not required Was a damage report made by anyone else? if so, by whom? Yes U/S.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage drydocking, S.S. D (due 7.47) ship 27 years old, Reclassification, oil fuel conversion. Vessel placed in drydock on account of damage stated to be due to:-
 A. Vessel striking the ground at Bahía Blanca on 16th & 17th July 1947.
 B. Propeller striking a submerged object at Wasa on 22 Sept 1947

Repairs also effected on account of damage stated due to:-
 C. Contact with another vessel at Hangö during April 1947.
 NOW DONE Vessel placed in drydock, shell plating & rudder

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	✓	✓	✓	✓	✓	✓	✓	1 Bulwark Plate, Part Rize Keel
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	Part Rize Keel
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	Part Rize Keel

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	Year
Caulking of Decks	"	Cement or Asphalt	"	Oil Bunkers	Good	Boats	Good
Coamings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	Good
Beams & Fastenings	"	Rudder	"	Cargo Hatchways	"	Condition, how ascertained	by plan
Outside Plating	"	Steering gear and its connections	"	Hatches	"	(State if wedges removed)	✓
" " in way of sidelights	"	Windlass	"	Planking	✓	Equipment letter	Y.
Frames	"	Have pumps been examined and found efficient?	yes	Caulking	✓	Anchors, No. of	3B. 15
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	yes	Treenails	✓	Cables (State if now ranged)	yes
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	yes	Breasthooks & Stemson	✓	" length	255 mean diam. 2 1/16"
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms, Pointers & Crutches	✓	" Rule length	270 size 2 3/16"
Floors	good	Air and Sounding Pipes	Good	Timbers of Frame at openings	✓	Chain Locker	Good
Keelsons	"	Doubling Plates under Sounding Pipes	"	" at other places	✓	Hawsers & Warps	Sufficient
Stringers	"			Stringers, Clamps & Shelves	✓	Standing and Running Rigging	Good
Inner Bottom Plating	"			Salting	State if examined.	Sails	✓
Have the Tanks been examined internally?	Yes						
Have the Tanks been tested?	Yes						

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 as now seen is in good condition & eligible in our opinion to be reclassified in the Register Book +100 A.I. with drydocking date 2.48 and notation S.S. ANT. 5.48 (DR) subject to cargo battens being placed in order (15 fathoms of chain cable to supply)

Survey Fee (per Section 29)	Frs.	36030.-	Fees applied for,
Oil Fuel covered and rep.	Frs.	15900.-	24-7-1948
Special Damage or Repair Fee (if any) (per Sec. 29)	Frs.	1060.-	Received by me,
Sunday att.	Frs.	900.-	19
Travelling Expenses (if chargeable)	Frs.	3515.-	
Second Surveyor's Fee (if any)	£	:	

Surveyor J. Hall. J. Rocelle.
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute: Reinstated +100 A.I. subject
 Character Assigned: 2.48 Ant
 Delete Reel 5248CL S.S. Ant - 548 (DR) + LMC 548 subject
 FRI 20 AUG 1948
 Fitted for oil fuel 548
 T. P. Robinson
 CERTIFICATE WRITTEN

95378
 P. J. G.

Is Certificate required? If so to be sent to Antwerp office

003474-003478-0148 1/4

S. S. MERCATOR.

Spaces cleared & cleaned, ceiling & pipe casings removed as required.

Shell plating drilled thicknesses ascertained noted on attached sheet.

Tested all double bottom tanks, deep tanks, fore peak bulkhead, (dry peak) after peak tank, & oil fuel settling tanks (new).

Repairs - wear & tear - The following & other minor repairs effected:-

Shell plating (Port side) C.16 & H.11 renewed.

J.2 released & faired in place

Poop Rivin plate renewed

(Std side) H.11 & M.16 renewed.

F.11. Cropped & after part renewed with E.W butt.

Poop Rivin plate renewed

Steel Riveting & butts about 3,500 bad rivets renewed in way of B, C & D staves Starboard forward & F & G staves port & starboard amidships & a few worn butts amidships built up with E.W.

Frames In way of Bridge Space Bunkers:-

Std side 30 frames & Port side 26 frames cropped & lower part renewed.

In way of Tween Deck Bunkers:-

Std side 15 frames & Port side 6 frames renewed & cropped & lower part renewed.

In way of Poop space:- 6 frames port & 6 starboard cropped & lower parts renewed.

In E.R. Port side, 4 bilge brackets cropped & part renewed.

In fore peak 2nd string stiffened with face bars P.P. Chain locker, centre line bulkhead & bottom renewed, after bulkhead cropped & 2 plates part renewed.

Nº2 D.B. Tank now divided into Nº2 & 2A transversely at floor Nº112 & longitudinally by blanking off holes in centre keelson. All necessary air suction & sounding pipes provided. Cofferdams fitted between Nº2 & 3 D.B. tanks & Nº4 & 5 D.B. tanks & provided with necessary access manholes, air, suction & sounding pipes.

Nº3 D.B. Tank 8 floors port & 8 Std fitted with vertical angle stiffeners.

Nº5 D.B. Tank Port side 2 floors cropped & part renewed, 2 intercostals cropped & part renewed.

Std side 12 floors cropped & part renewed 6 intercostals " " " " " " Angle Stiffeners fitted to 5 floors.

Nº6 D.B. Tank Port side 1 floor cropped & part renewed 4 stiffeners renewed on fore tank end.

Std side 24 floors cropped & part renewed

cleaned enamelled & recoated & the following repairs effected:-

Damage (A) Rudder lifted all pintles & bushes renewed.

Bilge Keels Port Forward section off faired & refitted after Lutini faired in place Std Forward section cropped & part renewed, 2nd, 3rd & after lengths off faired & refitted

Damage B. No repairs found necessary to Hull.

Damage C. Port side aft. Nº4 Bulwark plate from aft renewed two lengths of bulwark rail off faired & refitted, 4 bulwark stays off faired & refitted.

All above repairs permanent - none deferred.

NOW DONE Reclassification Special Survey D (due 7.47) ship 27 years old.

Vessel placed in drydock, shell plating & rudder cleaned enamelled & recoated. Last seen in drydock 27th February 1948.

Examined All holds, tween decks, engine & boiler spaces, under engines & boilers, bunkers, ash shoot,

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

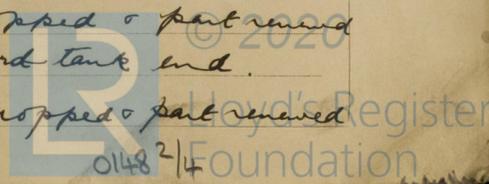
CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cables, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

anchors & cables, chain locker, fore peak space (dry) fore peak spaces, after peak tank internally, after peak spaces, all double bottom tanks internally, deep tanks, deep tanks internally, plating under sidelights, hatches (wedges removed), rigging, hatchways, covers, supports, tarpaulins, cleats & battening arrangements, ventilators, air & sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, water tight door, general equipment & foreboard.

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.

THE SURVEYORS ARE RESPONSIBLE NOT TO WRITE ACROSS THIS MARGIN



P. S. "MERCATOR"

Aft tank end doubled as necessary.

And " " 4 Angle stiffeners renewed.

Aft Peak Centre stabe tank top plate renewed.

Tank Tops

In Crossbunker. (N^o 2 D.B.T. P+S) 2 Tank Top plates renewed

In Boiler Room. (N^{os} 2+3 D.B.T. P+S) 5 " " "

In N^o 6 Hold. (N^o 6 D.B.T. S) 3 " " "

Bulkheads And B.R. Bulkhead wing plates port & starboard cropped & part renewed.

Bulkhead stepped forward as approved plans with part new material as necessary.

Aft E.R. Bulkhead in way of deep tank port side doubled at bottom as necessary.

Decks. Forecastle deck. 6 plates renewed.

Upper Deck at Forecastle 1 plate renewed.

" " aft between N^o 5 Hatch & poop 2 plates renewed

Poop Deck. 18 plates renewed 1 plate cropped & part renewed.

Tween Deck in way of deep tank top:- existing deep tank coaming removed & deck replated over flush with suitable access manholes to deep tanks. 5 plates renewed & 4 new beams fitted

Casing Top. 2 plates renewed & several doublers fitted as & where necessary.

No 1 Hatch Coaming (port side) doubled as necessary.

No. 2. Hatch coaming (Port side) longitudinal stiffener renewed.

E. R. Casing. Starboard side in way of bunks. 4 plates cropped & part renewed Port side 1 plate cropped & part renewed.

Equipment (S.R.C)

A new Bower Anchor & Anchor shackle, 1 length of chain cable (15 Fathoms) & 1 joining shackle now supplied placed on board & connected up.

15 pairs of existing joining shackles renewed.

Freeboard Renewal freeboard survey carried out & report forwarded. Please see also report C.11. Contd herewith.

Oil fuel Conversion (F.P. above 150°F) The vessel has now been converted to oil fuel in accordance with the approved plans, Secretary's letters, & appropriate

S.S. MERCATOR

Cuenlars, oil fuel being carried in
N^o 2 & 2A D. B. T., settling tanks (new) & in
deep tanks. The necessary cofferdams,
with access anqts, air, sounding & suction
pipes have been provided.

hole length of prop now 37'10"

J. R. Hall



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Foundation