

Copy of Damage Report.

LLOYD'S REGISTER OF SHIPPING.

PORT Stockholm, Surveyor's Office,

the 28th September 1917.

This is to certify that

Albert Isakson

the undersigned Surveyor to this Society did at the request of Messrs. Emil R. Boman, Representatives to the Owners, examine the steel screw steamer EMIL R. BOMAN in order to ascertain the nature and extent of the damage, stated to have been sustained through grounding at Löfskär, Stockholm archipelago, on the 25th September 1917, when she was proceeding on a voyage from Norrköping to Ursviken, Gulf of Bothnia, in ballast. /For further particulars of the casualty see log book/.

On the 27th Sept. 1917, vessel being taken on the Finnboda pontoons, I found the following damages and recommended them to be repaired in the following manner, viz:

Stem, broken in fore foot - to be renewed from the 12 feet mark to scarf with the keel plate, dim. 25 feet x 8" x 2½".

Flat plate keel, plate no.1 broken, to be renewed. Dim. 12'- 6" x 36" x 9/16".

Plate no.2 ~~broken~~ ^{bent and chafed} (at fore end, to be renewed, 12'- 10" x 35" x 10/16"

Plating, starboard side:

A -/or garboard/ strake, plate no.1 broken, to be renewed, dim.



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10'- 9" x 36" x 8/16".

Plate no.2 bent and badly chafed, to be renewed, dim. 12'- 3" x 42" x 8/16".

B.- strake,

plate no.1 broken, to be renewed, dim. 7'- 9" x 4'- 8" x 8/16";
plate no.2 slightly bent, to be faired in place.

Bilge rolling chock, foremost length of bulb plate found bent, to be removed, faired and refitted, dim. 13'- 6" x 7" bulbplate.

Port side.

Plating.

A. - /or garboard/strake,

plate no.1 broken, to be renewed. 12'- 0" x 36" x 8/16";
plate no.2 badly bent and chafed, to be renewed, dim. 12'- 7" x 42" x 8/16".

B - strake, plate no.1 broken, to be renewed 7'- 6" x 4'- 8" x 8/16";

plate no.2 slightly bent, to be faired in place.

Bilge Rolling chock slightly bent in fore end, to be chipped clean and faired in place.

Inner damage:

Frames, starboard side. Frames nos. 3,4,5,6 & 7 bent and broken, to be cut and partly renewed, mean length 6'- 0" x 4" x 3" x 3/8".

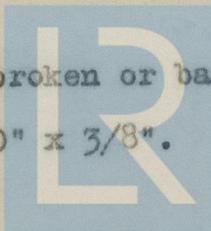
Frames nos. 8, 10 and 11 slightly bent, to be faired in place.

Frames, port side. Frames nos. 3,4,5,6,7 and 11 ~~bent~~ ^{badly bent}, to be cut and partly renewed from old scarpls, mean length about 7 feet x 4" x 3" x 3/8".

Frames nos. 8,9,10 & 12 slightly bent, to be faired in place.

Floor plates, in fore peak:

Floor plates nos. 3,4,5,6 & 7 broken or badly bent, to be renewed, dim. mean length 7'- 0" x 3'- 0" x 3/8".



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No.8 slightly bent, to be faired in place.

/in fore bottom tank/: Floorplate no.11 badly bent, on both sides, to be renewed.

nos. 10 and 12 on port side, slightly bent, to be faired in place.

Centre girder in no.1 tank to be examined and repaired, if found required, on opening up of bottom.

One stanchion in fore peak found broken, to be removed, welded, and refitted. Two stanchions in fore hold, abaft of collision bulkhead, found bent, to be removed, faired and refitted.

Panting beam abaft of collision bulkhead, found bent, to be removed, faired and refitted.

Cement in fore peak and fore bottom tank to be renewed in way of damage.

Fore peak to be tested by filling peak with water well above repairs and made tight before vessel is undocked.

All ceiling on no. 1 tank top to be removed, this tank to be tested and made tight, tanktop afterwards to be coated with tar sprinkled with cement and ceiling relaid or renewed as required. Air - and sounding pipes to no.1 tank to be uncased for examination and casings restored.

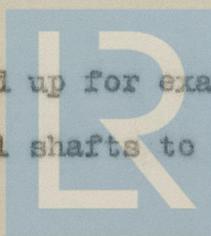
Fore peak and tank no.1 to be cleaned and cementwashed.

All new or repaired work to be coated as before and ship's bottom to be cleaned and coated.

Machinery. As the machinery was stated to have been badly strained, when the vessel struck ground, the following examinations are recommended to be done:

All Engine bed bolts to be examined and tightened up or renewed, as may be required.

The main shafting to be opened up for examination and tail end shaft drawn in and cleaned. All shafts to be afterwards coupled



up and propeller refitted.

Main steam pipes to be taken in shop, examined, annealed, tested to twice their working pressure and refitted.

The circulating pumps, ballast donkey-pump and all sea connections to be opened up for examination and afterwards closed or coupled up.

Witness my hand.

A. Hakson



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