

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 9 Nov. 1917 When handed in at Local Office 1917 Port of Stockholm

No. in Survey held at Stockholm Date, First Survey 27th Sept. Last Survey 1st Nov. 1917.
Reg. Book. 552 on the Wood, Iron or Steel s.s. Emil R. Boman (No. of Visits 16) Master C.H. Johnsson 07-15.TONNAGE:— Built at Middlesbro' By whom W. Harkess & Son When 1901 11.
GROSS 1223
UNDER DK. 865
NET 711
Owners' Address
(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? on the Name of Dock Finnroda Pontoons Destined Voyage Ports in the Gulf of Bothnia.

WB=CellDBorDBa feet: uE&B feet: f feet: }
total capacity tons. FPT tons; APT tons; MT feet tons. }
N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1701 Port Skm.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 7.17		*LMC 6.13 B.S. 7.17
S.S. Bly. 103-7.14		Garish. 7.17

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.

Damage survey held by the undersigned in the presence of Mr. H. Åberg, as Representative to the Swedish underwriters. Damage report issued by the undersigned and a copy of it is here appended. 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? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repairs and part s.s. No.1.

This vessel was stated to have lost her starboard patent stockless bower anchor on the 29th August 1917, when anchoring in the Nynäshamn Harbour, when she was proceeding on a voyage from Husum, Örnköldsvik District, to Nynäshamn with a cargo of pitprops. For further particulars of this casualty see log book/. A new patent stockless anchor of a weight of 28 Cwts, 0 qua. 7 lbs. with Lloyd's test certificate, has now been ordered, and will be taken on board when delivered.

The vessel was also stated to have sustained damage through grounding at Löfskär, Stockholm Archipelago, on the 25th Sept. 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 examination, vessel being taken on the Finnroda Pontoons, I found the following damages,

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	7	11 partly		7				stem in fore foot, centre keelson, etc.
Removed and Faird or Repaired	1	3		1				
Faird or Repaired in place	2	5		2				

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Decks	good	where seen good	in no.1 hold, good	no.1&2	where seen good	good	in fore peak	good	good	good	Yes	none fitted	Yes
Caulking of Decks	"	"	"	"	"	"	"	"	"	"	"	"	"
Waterways	"	"	"	"	"	"	"	"	"	"	"	"	"
Coamings	"	"	"	"	"	"	"	"	"	"	"	"	"
Beams & Fastenings	"	"	"	"	"	"	"	"	"	"	"	"	"
Outside Plating	"	"	"	"	"	"	"	"	"	"	"	"	"
Caulking of ditto	"	"	"	"	"	"	"	"	"	"	"	"	"
Rivets	"	"	"	"	"	"	"	"	"	"	"	"	"
Breasthooks & Crutches	"	"	"	"	"	"	"	"	"	"	"	"	"
Transoms	"	"	"	"	"	"	"	"	"	"	"	"	"
Frames	"	"	"	"	"	"	"	"	"	"	"	"	"
Reverse Frames	"	"	"	"	"	"	"	"	"	"	"	"	"
Floors	"	"	"	"	"	"	"	"	"	"	"	"	"
Keelsons	"	"	"	"	"	"	"	"	"	"	"	"	"

Dblg. Plates under Sounding Pipes	in no.1&2 tanks, good
Engine Room Skylights	good
Coal Bunkers, Open'gs, Lids, &c.	"
Scuppers	not ex.
Cargo Hatchways	good
Hatches	"
Planking of Wood Vessels	"
Caulking	ditto
Treenails	ditto
Breasthooks & Stemson	ditto
Transoms, Pointers, & Crutches	ditto
Timbers of Frame at openings	ditto
Ditto ditto at other places	ditto
Stringers, Clamps & Shells	ditto
Salting (State if examined.)	ditto

Copper, or Y.M. of Wood Vessels (State if on Felt.)	When put on, Month Year
Boats	2 1 Feb. 1 oth. b. good
Masts, Yards, &c.	good
Condition, how ascertained	from deck
(State if wedges removed)	no
Sails	not ex.
Equipment letter	n.
Anchors, No. of	2 B.1 Str. 1 K.
Cables (State if now ranged)	yes
length	210 fath. 1 1/2
on board	210 " 1 8/16
Rule length	good
Hawser & Warps	good
Standing & Running Rigging	good

General Observations, Opinion as to Class, Recommendation, &c.:— This ship is now in a

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

good and efficient state of repair, and is eligible in my opinion to remain as classed with fresh record of bottom survey Skm. 10.17., subject to a new Bower anchor of a weight of 28 Cwts. 0 qua. 7 lbs. and tested in accordance with the Rules being supplied at owner's next convenience.

Survey Fee (per Section 28)	£ 3 : 3 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 30 : 11 : 6	2 Nov. 1917
Travelling Expenses (if chargeable)	£	Received by me,
Second Surveyor's Fee (if any)	£	2 Nov. 1917

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.

FRI. JUN. 28. 1918

Lloyd's Register Foundation

009912-009919-0088 1/2

Repairs, wear and tear, now done:

The framing and inner surface of outside plating in no.1 hold has been chipped and coated with two coats of composition paint.

The bilges in no.1 hold have been cleaned out and cementwashed.

No.1 tank: Tank margin plates, found cracked at the toes of the tank side brackets, on both sides, in way of after end of fore hatchway, one patch abt. 18" x 18" x 3/8" fitted on starboard side, and one patch, abt. 5 feet x 18" x 3/8", fitted on port side. Both patches efficiently riveted and tank afterwards retested and found tight.

4 of the outside bracket lugs renewed.

Starboard air pipe renewed.

No.2 tanktop in fore hold has been coated with tar and sprinkled with cement. This tank has been chipped clean, where required, and the whole of it cement washed inside.

One stanchion foot to no.2 tanktop has been reriveted, and 5 wasted rivets to tank side brackets renewed.

4 bulwark stanchions on port side to raised quarter deck bulwark, found cracked, have been removed, welded and refitted. One started bulwark stanchion on starboard side reriveted.

One shifting beam in no. 2 hatch-way, found wasted at one end, has been cut and partly renewed.

The above repairs have been carried out by the Aktieb. Finnroda Varf under my supervision and to my satisfaction. The new steel material is S.M. Steel, manufactured at the Strömsnäs Steel Works, tested by one of the Society's Surveyors at Gothenburg, and found to fulfil the Rule requirements.

The workmanship is good.

Ol Erikson