

Copenhagen

4th January 1909.

----- A. Th. Poulsen -----

the Owner on the 2nd & 3rd January 1909 hold a survey on the Iron. BK. "EAST CROFT" of Moss <sup>1324</sup>~~1324~~ <sub>1248</sub> Tons, while she was lying on floating dock at this port with a full cargo of deal onboard, for the purpose of ascertaining the extent of damage said to have been sustained through the vessel having grounded off Gothland on the 19th December 1908, while on her voyage from Sundsvall to Melbourne with a cargo of deal.

For particulars see log book and protest.

On examination found:-

The keel with keelplates on both sides chafed.

Port Side:-

A strake (garboard) No. 4, 6, 7 & 8 shellplates chafed.

A " No. 9 shellplate indented.

A " No. 10, 11 & 12 shellplates badly indented.

B strake



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- B strake No. 9 & 11 shellplates indented.  
 B " No. 10 shellplate badly indented.  
 C " No. 8 do. badly indented.  
 C " No. 9, 10, 11, 12 & 13 shellplates indented.  
 D " No. 8 shellplate badly indented.

Starboard Side:-

- A strake (garboard) No. 3 & 8 shellplates indented.  
 A " No. 4, 9, 10 & 11 " badly indented.  
 B " No. 1, 2 & 3 " indented.  
 B " No. 8 & 9 " badly indented.  
 C " No. 2, 3, 9, 10, 11 & 12 " indented.

The strengthening hoop for the keel rudder gudgeon bent,  
 started and loose.

Several landing edges and butts started.

Paint rubbed off the vessel's bottom in places.

For gear and stores lost or destroyed see master's list.

Recommend the following repairs to be  
 effected in order to place the vessel in as good a condition  
 as she was in before the accident occurred, viz:-

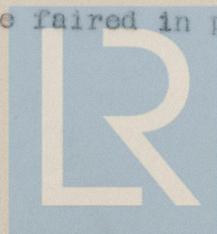
The vessel to be placed in dry dock.

The keel with keelplates on both sides to be further  
 examined and repaired to the Surveyors satisfac-  
 tion.

Port Side:-

A strake No. 4, 6, 7 & 8 shellplates to be repaired to the  
 Surveyors satisfaction.

A strake No. 9 shellplate to be faired in place.



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A strake

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- A strake No. 10, 11 & 12 shellplates to be renewed.
- B " No. 9 shellplate to be cut out, faired and reworked.
- B " No. 10 shellplate to be renewed.
- B " No. 11 " to be faired in place.
- C " No. 8 " to be renewed.
- C " No. 9 " to be cut out, faired and reworked.
- C " No. 10, 11, 12 & 13 shellplates to be faired in place.
- D " No. 8 shellplate to be renewed.

Starboard Side:-

- A strake No. 3 & 8 shellplates to be faired in place.
- A " No. 4, 9, 10 & 11 shellplates to be renewed.
- B " No. 1 shellplate to be faired in place.
- B " No. 2 & 3 shellplates to be cut out, faired and reworked.
- B " No. 8 & 9 shellplates to be renewed.
- C " No. 2, 3, 9 & 12 to be cut out, faired and reworked.
- C " No. 10 & 11 shellplates to be faired in place.
- The strengthening hoop for the heel rudder gudgeon to be faired and riveted.
- Started landing edges and butts to be caulked and made tight.
- The vessel's bottom to be painted two coats.
- All gear and stores lost or destroyed as per master's list to be replaced.



The ceiling in hold to be lifted for examination of the cement, eventual broken cement to be renewed and the ceiling to be relaid.

In order to place the vessel in a good and seaworthy condition until she next goes into dry dock after her return from Australia the following permanent and temporary repairs were recommended, viz:-

Permanent repairs:-

The strengthening hoop for the heel rudder gudgeon to be faired and riveted.

All gear and stores lost or destroyed as per master's list to be replaced.

Temporary repairs:-

A patch 5'-0" X 3'-0" X  $\frac{1}{8}$ " fitted over indented part of C 8 & D 8 shellplates on port side, fastened with closely spaced countersunk screw bolts.

Bare places of the vessel's bottom painted over.

Started landing edges and butts to be caulked and made tight.

Signed: A. Th. Poulsen

Surveyor to Lloyd's  
Register of Shipping.

Fee:- Kr. 100:00



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EAST CROSS

The ceiling in hold to be lifted for examination of the cement, eventual broken cement to be renewed and

the ceiling to be riveted.

In order to place the vessel in a good and seaworthy condition until she next goes into dry dock after her return from Australia the following permanent

and temporary repairs were recommended, viz:-

Permanent repairs:-

The strengthening hoop for the heel rudder gudgeon to be

tailed and riveted.

All gear and stores lost or destroyed as per master's list

to be replaced.

Temporary repairs:-

A patch 8'-0" X 2'-0" X 1/2" fitted over indented part of

C & D 8 shellplates on port side, fastened with

close spaced counter sunk screw bolts.

Barre pieces of the vessel's bottom painted over.

Started landing edges and butts to be caulked and made

light.

Signed: A. Th. Poulsen

Surveyor to Lloyd's

Register of Shipping.

Fee:- Kr. 100:00

From Bk. East Cross  
April. 13. 1892



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