

2 plates in T-BOB-T "RIB-BONE" BEAKS 7/16" and 20' 8" x 29" x  
in E-stroke 18' 10" x 23" x 7/16" and 19' 8" x 23" x 1/8"

S/S "SVARTON" (2359 Gr.Reg.Tons) Nils Lund, Master.

I plate in G-strake 11, x 55" x 1 5/8" bent and to be removed

This is to certify that the undersigned Serial

A.J.J. VAN DEN ANDEL, Engineer- and Shipsurveyor to the Joint Underwriters Union of AMSTERDAM and J.B. SLEBE, Engineer- and Shipsurveyor to Lloyds Register at AMSTERDAM, appointed by Mr. C.A. Broms, Consul General of Sweden at Amsterdam, for the purpose of surveying and estimating the damage sustained to the S/S "SVARTON", Capt. Nils Lund and belonging to the

Rederi-Aktiebelag Lulea-Afeten at Stockholm, by collision  
with an underwater floating mine or other explosive object,

ed on 25th February 1915, on the North Sea, and afterwards towed into Ymuiden, proceeded 26th February 1915 and subsequent

days on board of the S/S "SVARTON", while standing in the

\* x dry-dock at Amsterdam. For particulars see the Sea-test

"10 x 12" IS After careful examination undersigned found the  
principal damage on Starboard side, in way of No. 1 Hold and  
of collision bulkhead, where a hole was struck in the outside-

plating from the margin-plate to the held-stringers about

16 feet long and 13 feet wide, by which the fore-peak and  
MS. PORT-SIDE NO. 1 HOLD  
 No. 1 Hold had been flooded.

They specify the damage as follows.

OUTSIDE-PLATING-STARBOARD-SIDE, 6

1 Plate in A-stroke 12' 4" x 53" x 9/16", 2 plates in B-stroke 11' 2" x 32" x 9/16" and 10' 10" x 42" x 9/16", 2 plates in C-stroke 9' 4" x 38" x 1/2" and 12' x 33 1/2" x 1/2", 2 plates in D-stroke 20' 8" x 73" x 1/2" and 19' x 43 1/2" x 9/16", 2 plates



in E-strake 18' 10" x 53" x 7/16" and 19' 8" x 63" x 1/2",  
2 plates in F-strake 17' 9" x 55" x 7/16" and 20' 2" x 59" x  
7/16", 1 plate in G-strake 17' 4" x 51" x 7/16" broken or  
badly bent and to be renewed.

1 plate in C-strake 11' x 55" x 1/2" bent and to be removed  
faired and refitted.

1 plate in G-strake bent and to be faired in place. L.L.A.  
OUTSIDE-PLATING-PORT-SIDE.

1 plate in Sheerstrake 19' 8" x 47" x 1/2" badly bent and  
to be renewed.

1 plate in J-strake bent and to be faired in place.

FRAMES-STARBOARD-NO. 1 HOLD.

7 Frames, bulb-angle 31' 2" x 31' 2" x 31' 2" and 14 intermediate

frames, bulb-angle 41' 5" x 61' 5" x 31' 2" x 7/16" broken and to be

renewed.

FRAMES-STARBOARD-FORE-PEAK.

1 Double-frame of collision-bulkhead, angle 31' 2" x 41' 2" x 41' 2"

x 9/16" broken and to be renewed. 3 Frames, bulb-angle 21' 4" x

21' 4" x 31' 2" x 31' 2" and 27' 10" x 91' 2" x 31' 2" x 31' 2" and 21' 4" x 91' 2"

frames, bulb-angle 71' 5" x 61' 5" x 31' 2" x 7/16" broken and to be

renewed.

1 plate in A-strake 12' x 51" x 7/16" broken and to be renewed.

FRAMES. PORT-SIDE No. 1 Hold.

2 Frames, bulb-angle 11' 6" x 91' 2" x 31' 2" x 31' 2" broken and

partially to be renewed. 1 Frame bent and to be faired in

place. 2 intermediate frames bulb-angle 41' 5" x 61' 5" x 31' 2" x 7/16"

broken and to be renewed.

STRINGER-PLATES-STARBOARD-SIDE-IN No. 1 Hold.

For the renewing of the frames, 2 stringer-plates have to  
be removed and refitted, 1 Stringer-plate 14' 11" x 14" x

3/8", 1 Stringer-angle-bar 14' 11" x 6" x 4" x 3/8", 7 shell-

lugs 26" x 31/2" x 31/2" x 1/2" and 6 lug-pieces 9" x 31/2" x 31/2" x

1/2", 1 Stringer-plate 30' x 14" x 3/8", 1 stringer-angle-bar

30' x 6" x 4" x 1/2", 14 shell-lugs 26" x 31/2" x 31/2" x 1/2" and

14 lug-pieces 9" x 31/2" x 31/2" x 1/2".

1 Stringer-plate 21' 4" x 43" x 7/16", 1 stringer-angle-bar

23' x 4" x 4" x 1/2", 11 shell-lugs 26" x 31/2" x 31/2" x 1/2",

11 lug-pieces 9" x 31/2" x 31/2" x 1/2" and 1 angle-bar 3' 3" x

51/2" x 4" x 1/2" broken and to be renewed.

STRINGER-PLATES-STARBOARD-SIDE IN FORE-PEAK.

1 Stringer-plate 3' 3" x 331/2" x 3/8" broken and to be renewed.

1 Stringer-plate 10' x 20" x 3/8" bent, to be removed, faired

and refitted. 2 Double-angle-bars on collision-bulkhead

2' x 31/2" x 31/2" x 1/2" and 10' x 4" x 4" x 1/2", to be removed,

faired and refitted.

STRINGER-PLATES-PORT-SIDE IN No. 1 HOLD.

1 Stringer-plate 25' 7" x 14" x 3/8", 1 stringer-angle-bar

25' 7" x 6" x 4" x 1/2", 12 shell-lugs 26" x 31/2" x 31/2" x 1/2" and

12 lug-pieces 9" x 31/2" x 31/2" x 1/2" broken or bent and to be

renewed. 1 Stringer-plate bent and to be faired in place.

COLLISION-BULKHEAD.

3 Plates 14' 1" x 63" x 3/8", 7' 7" x 43" x 3/8" and 18' 4" x

45" x 7/16", 2 Horizontal-stiffeners, bulb-angle, 25' x 8" x

3" x 7/16" and 23' x 8" x 3" x 7/16", 1 Vertical-stiffener

11' 4" x 51/2" x 31/2" x 3/8" and 2 bracket-plates 30" x 30" x 3/8"

broken and to be renewed.

1 Plate 12' 4" x 67" x 3/8", 1 bracket-plate 30" x 30" x 3/8",

1 Vertical-stiffener 4' 6" x 51/2" x 31/2" x 3/8" and 1 bracket-

plate 6' x 20" x 3/8" bent, to be removed, faired and

refitted. 2 Vertical-stiffeners bent and to be faired in place.

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Foundation



### DOUBLE-BOTTOM.

1 Margin-plate 17'4" x 36" x  $\frac{1}{8}$ ", 1 angle-bar 27'3" x  $3\frac{1}{2}$ " x  $\frac{1}{8}$ ", 7 bracket-frames 5'3" x 36" x  $\frac{3}{8}$ ", 7 angle-bars 4' x 4" x  $\frac{3}{8}$ " x  $\frac{1}{2}$ ", 7 angle-bars 2'4" x  $4\frac{1}{2}$ " x 3" x  $\frac{1}{8}$ " and 1 iron-air-pipe on No.1 Tank broken and to be renewed.  
2 Tank-top-plates 12'3" x 59" x  $\frac{5}{16}$ " and 13'6" x 63" x  $\frac{5}{16}$ " bent, to be removed, faired and refitted.

### FLOORS AND SIDE-INTERCOSTAL-PLATES.

2 Floors 15'1" x 44" x  $\frac{3}{8}$ ", 1 angle-bar 15'1" x  $3\frac{1}{2}$ " x  $\frac{3}{8}$ " x  $\frac{1}{2}$ ", 1 side-intercostal-plate 3'3" x 24" x  $\frac{3}{8}$ " bent, to be removed, faired and refitted.

### HOLD-BEAMS IN No.1 HOLD.

4 Hold-beams, bulb-angle 39'4" x  $9\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{1}{2}$ " and angle-bar 39'4" x  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{3}{8}$ ", 4 bracket-plates 27'2" x 27'2" x  $\frac{3}{8}$ " broken and to be renewed. 1 Bracket-plate on hold beam under hatchway 33" x 27" x  $\frac{3}{8}$ " and 1 Tee-bar on same 17' x 6" x 4" x  $\frac{1}{2}$ " broken and to be renewed. 2 Bulb-angle-bars 2'8" x 3" x  $\frac{3}{8}$ " x  $\frac{1}{2}$ " bent, to be removed, faired and refitted. 1 Bracket-plate connecting frame and deck-plating 29'2" x 29'2" x  $\frac{3}{8}$ " broken and to be renewed.

### HOLDBEAM IN FORE-PEAK.

1 Holdbeam bent and to be faired in place. 1 Bracket-plate 24" x 24" x  $\frac{3}{8}$ " broken and to be renewed.

### HOLD-PILLARS AND LADDERS IN No.1 HOLD.

2 Hold-pillars, 6" diam. 1 dito  $3\frac{1}{2}$ " diam. 1 dito 3" diam. and 2 dito  $2\frac{1}{2}$ " diam. bent, to be removed, straightened and refitted. 2 Hold-ladders 22' x  $2\frac{1}{2}$ " diam. broken and to be renewed. 21 Steps broken or bent and to be renewed.

### HOLD-PILLARS IN No.II HOLD.

1 Hold-pillar bent, to be removed, straightened and refitted.

### DECK-PLATING.

1 Deck-stringer-plate at Port-side 21'4" x 48" x  $\frac{7}{16}$ " and 1-deck-plate 21' x 63" x  $\frac{5}{8}$ " broken and to be renewed.  
1 Deck-plate 18'8" x 61" x  $\frac{3}{8}$ ", 1 double-plate 4'5" x 32" x  $\frac{3}{8}$ ", 1 hatchway-stanchion 3' x 7" x  $\frac{1}{2}$ " bulb-bar bent, to be removed, faired and refitted. 1 Deck-plate at Port-side bent and to be faired in place. 1 Deck-beam, roll-hatch-coaming at Port-side bent and to be faired in place. 1 Shifting-beam No.1 hatch, broken and to be renewed.  
For the execution of these repairs 3 bulwark-stanchions 4'5" x  $6\frac{1}{2}$ " x 4" x  $\frac{1}{2}$ ", 2-bitts and W.C. have to be removed and refitted.

### CEILING IN No.I HOLD.

Ceiling broken, damaged or partially lost through the aperture in outside-plating and to be renewed; 925 square feet, 3" double thick, fir, and side-ceiling 1225 square feet,  $2\frac{1}{2}$ " thick, fir.

### CEILING IN No.II HOLD.

Ceiling to be removed and partially renewed for cleaning tanktop and testing tank, 3300 square feet, 3" thick, fir.

### CEILING IN AFTER-HOLD.

Doubling under hatches No.III and No.IV, 310 square feet  $3\frac{1}{2}$ " thick, fir, to be removed for testing tanks and renewed.

### ENGINE AND BOILERS.

Engine to be opened for inspection. Propeller to be unshipped and propeller-shaft drawn in for inspection.

While steaming to Lmuiden, after the accident, the engines made about 50 per cent more revolutions as ordinary, in consequence of the lifting of the stern by the water in No.I Hold and the fore-peak and therefore 6 main-bearing-top-brasses, 2 feed-pump- and 2 bilge-pump-plungers

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have been damaged.

DECK-PAINTING.

4 Main-bearing-top-brasses have to be remetalled and 2 dito to be planed and skimmed up. 2 Iron-feed-pump-plungers to be skimmed up and 2 iron-bilge-pump-plungers to be renewed and rebushed. 2 Main-steam-pipes to be annealed, repaired and tested, 2 flanges to be renewed and pipes to be lagged. Holding-down-belts worked loose and to be tightened-up and 24 bolts to be renewed. Condensor to be opened for inspection, 10 condenser-pipes damaged and to be renewed. Condensor to be tested. Lagging of port-boiler damaged and to be renewed. 2 Boiler-fastenings broken and to be renewed. Steam-feed-pump damaged and to be repaired.

#### STEAM-WINDLASS.

CEILING IN NO. I HOLD.

Steam-windlass shaken by the heavy shock of the explosion and star-board-anchor and cable ran out. Steam-windlass to be dismantled and remounted. Main-shaft to be skimmed up and compressor-nut to be renewed. 2 Tie-rods of brake broken and to be renewed. 2 Liners of lifters and friction-sheaves to be skimmed up. 1 Piston-rod broken and to be renewed and rebushed. 1 Piston-rod bent, to be straightened and rebushed. 6 Piston-packing-rings broken and to be renewed. 1 Slide-valve-rod bent and to be straightened and rebushed. 1 Crank-shaft and eccentric-sheave broken and to be renewed.

#### STEAMWINCH No. II.

ENGINE AND BOILERS.

3 Steam-pipes damaged and to be repaired.

SUNDRIES.

Chain-cables to be unshipped and shipped. Chain-locker to be cleaned. No. I Tank and fore-peak to be cleaned, cemented and painted. No. I Hold and limbers to be cleaned. Tank-tops in No. I and No. II Hold to be cleaned and tarred.

Tank No. I, II and IV to be opened, closed and tested

and leakages to be repaired. 2 Iron-sounding-pipes in No. II Hold to be renewed. 2 Lead-bilge-suction-pipes in No. II Hold to be partially renewed. Hatches of No. I Hatch wholly and of No. II Hatch, partially to be renewed.

Under-side fore-castle-deck to be repaired. 5 Scuttle-glasses in crew-space broken and to be renewed. 1 Door in crew-space damaged and to be repaired. 1 Door-lock in chart-room and in crew-space broken and to be renewed. 1 Paint-locker in fore-peak damaged and to be repaired.

Ship to be placed in dry-dock, incl. tugs to and from dry-dock. Rudder to be lifted for inspection. All repaired or renewed parts to be painted. Outside-plating to be painted.

#### INVENTORY.

1 Straining-screw of Port-chain-cable broken and to be renewed. 1 Iron-spake of windlass broken and to be renewed. 2 Wooden-hawse-plugs lost and to be replaced. No. I Derrick-gooseneck broken and to be renewed. 3 Scaling-hammers, 4 scrapers and 1 sledge-hammer lost over board and to be replaced. 4 Stoves and pipes damaged and to be renewed and refastened. Clock in saloon damaged and to be repaired. Compasses damaged, to be repaired and adjusted, including tugs. 6 Lamps and lanterns damaged and to be renewed. 13 Lamps and lanterns damaged and to be repaired. 2 Hatch-battens of No. I Hatch broken and to be renewed. 1 Flag-staff on fore-castle lost and to be replaced. 1 Copper-bell broken and to be renewed. 2 Life-boats, with complete inventory lost and to be

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Tank No. I, II and IV to be opened, closed and tested replaced by new ones.  
 and lockers to be repaired. 2 Iron-sounding-pipes in  
 1 Binocular, 2 life-buoys and 1 box with blue lights  
 No. II Hold to be renewed. 2 Lead-pipe-junction-pipes in  
 lost with the life-boats and to be replaced.  
 No. II Hold to be partially renewed. Hatches of No. I  
 4 Tarpaulings of No. I and No. II hatches damaged and  
 Hatch wholly and of No. II Hatch, partially to be renewed  
 to be renewed.  
 Under-aid fore-castle to be repaired. 2 Binnacle-  
 2 Canvas covers for chain-pipes, 2 dito for ventilators  
 glass in crew-space broken and to be renewed. 1 Door in  
 and 2 weather-clothes on bridge damaged and to be  
 crew-space damaged and to be repaired. 1 Door-lock in  
 renewed.  
 chart-room and in crew-space broken and to be renewed.  
 10 L. varnish spoiled and to be replaced.  
 1 Paint-locker in fore-castle damaged and to be repaired.

While steaming and towing to Umuiden and  
 assisted by trawler, 120 fathoms ratline, 1 hawser 3"  
 manilla, 30 fathoms 9" manilla and 90 fathoms 2½" manilla,  
 90 Fathoms 3¼" steel wire and 30 fathoms 4" steel wire  
 broken, badly chafed and to be renewed.

As the crew could not remain in the crew-space  
 1 Straining-screw of Port-chain-cable broken and to be  
 in fore-castle during the repairs, a temporary residence  
 renewed.  
 has been made aft, where 16 new bunks, banks, lockers and  
 1 Iron-spoke of windlass broken and to be renewed.  
 doors have been made.

Undersigned estimate the total repairing- and  
 replacing-costs of this damage at . . . . . f 31.515.-

Say: Thirty-one thousand five hundred and fifteen Dutch florins.

They estimate the value of the S/S "SVARTÖN" in  
 the damaged condition in which she has been towed into the  
 Harbour of Umuiden and afterwards placed in the dry-dock  
 at Amsterdam, on 26th February 1915 at . . . . . f 260.000.-

Say: Two hundred sixty thousand Dutch florins.

Amsterdam, 29th March 1915.