

N^o. Steel. 217.

Queenstown.

10th December, 1920.

Herbert William Dove

C. German, the Master, and of the Cork Agent of Messrs
Spring & Co., Ltd., the Managing Owners' Representatives, survey
~~the~~ Sangerman Alfven, ^{"065} 52 tons, of London, to ascertain
the cause and extent of the damage alleged to have been
caused through H. M. Destroyer Douglas colliding with
her while attempting to cross her bows as she was lying at an
anchorage in Queenstown Harbour on the 2nd inst.: for details and
causes see the Log Book.

The undersigned made examination, in company with Mr. Riordan, an Inspector from the Royal Dockyard, Woolwich, of the stem and bows of the Vessel, outside and inside, on the 6th and 10th inst. as she was lying at the buoy, Cork, and found as follows, viz.: - the stem and bows
on both sides bruised and bent over to Port about 2 in.
the 13 ft. and 15 ft. water marks, about one dozen stem
plated, the N^o. 1 plate of the strake of plating next
to the sheerstrake on the starboard side indented and holed

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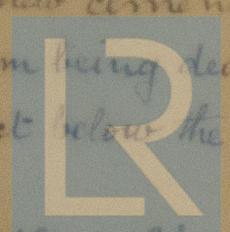
2.

St. L. S. "Ingermannälvren."

abast the stem and the fore end of the corresponding plate
Port side bent and started away from the stem.

The undersigned recommended, with the concurrence
of Mr. Riordan, that the following temporary repairs should
be made to enable the Vessel to prosecute her usual voyages
time, viz.: - the fore end of the plate in the strake next below
the strake on the Port side drawn back to the stem and the
edge of this plate and of the corresponding plate on the star-
board side caulked as required, the started stem rivets har-
nessed or renewed as required, a nutted bolt fitted in the
space between the plate on the starboard side and the space on the
starboard side between the original cement and the breasthook above
the way of the damage, filled in with cement from the stem
deep floor on the second frame.

The above mentioned recommendations have
satisfactorily complied with and in the opinion of
undersigned the Vessel is in seaworthy condition to pro-
tect her usual voyages until a favourable opportunity
arises for effecting permanent repairs to make good the
above mentioned damages which he recommends, with
the concurrence of Mr. Riordan, should be as follows, viz.: - the
fore end of stem from the scarph at the 12ft. water mark to
the starboard side of the hull scarph removed, faired and replaced, the Vessel
being dry docked, the plating connected to the length of
the hull cut adrift or removed as required and afterwards
fairly fitted, riveted and caulked in place and cement inside
caulked as required and new cement afterwards laid
before to admit of the stem being dealt with, the N.1 plate
and the strake of plating next below the starboard side on the



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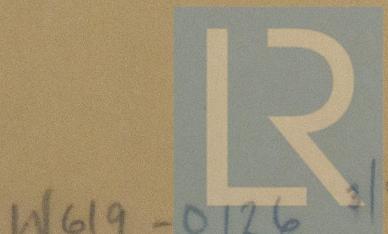
St. L. S. "Angermanälven".

forward side renewed, or the plate cut and the fore end (5 ft 5 in) removed if the managing owners approve, the corresponding plate to be the Port side removed, repaired and refitted or cut and the same part renewed, the same as the plate on the starboard side, approved, the Fore Peak tank tested on completion of the work the tank inside and all disturbed old work and all new work recoated with cement-wash, paint or composition as be-

presented
for per
day
\$4.4.0
measured
\$4.12.0

Herbert H. Dove
Surveyor to Lloyd's Register of Shipping.

To be applied for 10th Decr 1920
The £ 4.12.0, received 17th Decr 1920
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