

Nº 8462. 217.

Queenstown.

10th December, 1920.

Herbert William Dove

E. German, the Master, and of the Cork Agent of Messrs
Kipping & Co., Ltd., the Managing Owners' Representatives, survey
the Angerma nälven, ¹⁰⁶⁵ 5 1/2 tons, of London, to ascertain
the nature and extent of the damage alleged to have been
done through H. M. Destroyer Douglas colliding with
her attempting to cross her bows as she was lying at anchor
in Queenstown Harbour on the 2nd inst.: for details and
 particulars see the Log Book.

The undersigned made examination, in con-
sultation with Mr. Riordan, an Inspector from the Royal Dock-
yard, of the stem and bows of the Vessel, outside
the wharf, on the 6th and 10th inst. as she was lying at the wharf,
Cork, and found as follows, viz.:—the stem and ends
on both sides bruised and bent over to Port about 2 in.
the 13 ft. and 15 ft. water marks, about one dozen stem
plates, the Nº 1 plate of the strake of plating next to
the sheerstrake on the starboard side indented and holed



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set. de. de. "Ingmar nälfrén."

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

The undersigned recommended, with the concur-
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
fore end of this plate and of the corresponding plate on the Star-
board side caulked as required, the started stem rivets har-
dened up or renewed as required, a nutted bolt fitted in the
stem plate on the Starboard side and the space on the
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
been satisfactorily complied with and in the opinion of
the undersigned the Vessel is in seaworthy condition to pro-
secute her usual voyages until a favourable opportunity
is for effecting permanent repairs to make good the
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 18ft. water mark to
the scarph removed, faired and replaced, the Vessel
laid in dry dock, the plating connected to the length of
the stem cut adrift or removed as required and afterwards
rivetted and caulked in place and cement inside
laid as required and new cement afterwards laid
before to admit of the stem being dealt with, the No 1 plate
the strake of plating next below the sheer strake on the
Starboard

3.

Article 22. "Angermanälfsven".

Starboard side renewed, or the plate cut and the fore end (5ft to 6ft) renewed if the Managing Owners approve, the corresponding plate on 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 and the tank inside and all disturbed old work and all new work recoated with cement-wash, paint or composition as be-

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off del

£44.4.0
8.0
<u>£44.12.0</u>

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

applied for 10th Decr. 1920
for £44.12.0, received 17th Decr. 1920
H.N.D.



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