

Main sheer /or H-/strake, plate no. 8 faired in place and lower landing riveted G-strake, plate no. 8 faired in place and lower landing riveted.

F-strake, plates nos. 8 & 9 have been taken out, faired and refitted. Plates nos. 10 & 11 have been faired in place.

E-strake, plates nos. 8,9, & 10 have been faired in place.

Shell plating on starboard side:

Main sheer /or H-/strake. Plate no. 10 has been faired in place.

G-strake. Plate no. 10 has been taken out, faired and refitted.

F-strake. Plate no. 10 has been faired in place.

Bridge bulwark plate on port side. Plates nos. 1, 2, 3 & 5 have been renewed. Plate no. 4 has been taken out, faired and refitted. Plate no. 6 has been faired in place. Freeing port in bulwark, with rim, has been removed and refitted in new plate.

Bridge stringer plate on port side. Plate no. 3 has been renewed. Plates nos. 1 & 2 have been taken out, faired and refitted. Plate no. 4 has been faired in place.

One main frame in way of plate no. 10 on starboard side has been heated and faired in place.

Upper side stringer plate in after hold on starboard side, with angle, has been removed, faired and refitted.

One beam bracket to stringer plate has been taken out, faired and refitted.

Cargo battens in way of this damage in after hold have been removed and refitted.

Accommodation ladder port in bridge bulwark between plates nos. 3 & 4 has been renewed, & its hinges renewed.

3 Bridge side frames have been faired in place.

2 Bridge deck beams have been faired in place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Table 30 or 31, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Table 30 or 31, Description, Makers of Cables, When and where tested and Superintendent.

Numerous bridge deck beam bracket plates have been riveted and rivet holes rimed up.

2 bulwark stanchions have been removed, faired and refitted.

Main bulwark rail has been cut out 12 feet in length, faired, efficiently scuffed and refitted.

One freeing port, with rim, in main bulwark, has been cut out and refitted in new bulwark plate.

One mooring pipe with doubling plate in main bulwark has been cut out and refitted

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to new plate.

Waterservice pipes on main bulwark and all along bridge bulwark have been removed all along damage, refitted and partly renewed.

Half round mouldings all along bridge bulwark and on front of foremost bridge bulwark plate and upper side plate in bridge have all been removed, faired, welded, where broken, and refitted.

Front margin angle on bridge deck has been partly released, faired and riveted.

Bridge deck stringer angle has been renewed on a length of about 50 feet.

Cement on stringer angle, under water service pipe, has been renewed.

Six angle stanchions between bridge bulwark and look out bridge, have been renewed.

4 beam brackets to look out bridge have been renewed and 2 ditto have been removed, faired and refitted.

First angle beam to look out bridge has been faired in place and new outer corner welded on.

Five remaining angle beams to look out bridge, have been heated and faired in place.

Look out bridge stringer plate with angle has been cut out, faired and refitted.

3 round stanchions to bridge bulwark have been renewed and 2 ditto removed, faired and refitted.

2 T-bar stanchions and beams combined to boat deck, have been taken out, faired and refitted.

Both lifeboat davits have been removed, heated, faired and refitted.

One davit shoe, of cast iron, has been renewed.

Both upper guide brackets to davits have been taken out, faired and refitted.

Channel bar stringer to boat deck has been cut out, faired and refitted.

5 planks in look out bridge deck, inclusive margin plank, have been cut out for effecting repairs and renewed.

Look out bridge bulwark, of wood, has been removed for about 20 feet in length, useful parts refitted and about 30 percent of this bulwark renewed.

5 look out bridge bulwark stanchions, of wood, with shoes of cast iron, have been removed and refitted for effecting repairs.

Bulwark rail, of oak, has been removed and refitted and its after part renewed.

4 Awning stanchions on look out bridge, 2 lantern stanchions, one meat chest and one chest for various provisions have been removed for repairs and refitted.

5 planks in boat deck, inclusive margin plank, have been cut out for effecting repairs and renewed.

Moulding to this deck and two ring bolts in it have been removed and refitted.

Port lifeboat, stated to have been crushed to pieces and carried away, was found temporarily replaced by a second hand lifeboat. This lifeboat has now been supplied with copper tanks, and its equipment completed.

Shoe on Bridge bulwark for small provision davit has been removed and refitted on new plate.

Sounding pipe deck cover in Bridge deck stringer plate has been removed and refitted in new plate.

118.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Look out bridge and boat deck in way of damage have been caulked, paid and varnished. All new and repaired work has been coated with paint as before. Ship's bottom has been cleaned and coated with two coats of composition paint and topsides with one coat of paint.

2/ Damage through collision with a dock gate, at Goole, on the 14th Sept. 1916, when vessel was entering dock on a voyage from Seville to Goole.

This damage, for particulars of which see damage report, has been repaired as follows:

Shell plating on port side. E-strake, plate no. 3 from stem, has been taken out heated, faired and refitted.

F-strake. Plate no. 4 has been faired in place.

3 frames in way of E 3 plate have been faired in place.

Repaired work has been coated with red lead and paint as before.

3/ Damage through grounding on Falsterboref, Swedish South Coast, on the 12th Oct. 1915, when vessel was proceeding on a voyage from Great Britain to ports in the North of Sweden with a cargo of China Clay.

This damage, for particulars of which see damage report, has been repaired as follows:

Shell plating. Flat keel plate no. 2 from stem has been removed, heated, faired and refitted.

Lower keelson angle and one frame have been heated and faired in place.

Cement in way of damaged plate has been cut out and renewed.

Fore tank in the vicinity of the damage has been cleaned and cement washed.

4/ Damage through collision with a quay at Androssan on the 26th May 1916, when vessel was leaving that port on a voyage to Barcelona with a cargo of wood.

This damage, for particulars of which see damage report, has been repaired in the following manner:

Shell plating, in poop sheer strake on port side, aftermost plate and plate next to this plate have been partly cut loose, heated, faired in place and riveted.

Poop deck stringer plate on port side, two aftermost plates have been partly cut loose, heated, faired in place and riveted.

Stringer angle has been partly released, heated, faired and riveted.

Solid halfround moulding on upper edge of poop sheer strake has been cut out on a length of about $7\frac{1}{2}$ feet, heated, faired and refitted.

Plate bed with angle for fair lead has been cut loose, faired and refitted.

Fair lead, length 2 feet 8 inches, of cast iron, has been renewed.

All new and repaired work has been coated with red lead and paint as before.

These damage repairs have all been carried out by the Finnboda Yard under my supervision in every detail and to my satisfaction. The material, used in all repairs, is Swedish Siemens Martin Steel, manufactured by the Strömsnäs Steelworks, of Degerfors. It has been tested by the undersigned and found to fill the Rule Requirements. The workmanship is good.

O. Erikson



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