

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 9 Nov. 1916 When handed in at Local Office 1916 Port of Stockholm  
No. in Reg. Book. 316. Survey held at Stockholm Date, First Survey 13th Oct. Last Survey 4th Nov. 1916  
(No. of Visits 5) Master N. Iversen 00-07  
on the Wood, Iron or Steel S. S. GERDA  
TONNAGE:— Built at Kjöbenhavn By whom Kjöbenhvns Flydk & Skbs. When 1906 MONTH 11  
GROSS 775 Owners Dampskelsk Vesterhavet /I. Lauritzen Port belonging to Esbjerg  
UNDER DEK. 667 Owners' Address Mgr./  
NET 455 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? on the Name of Dock Finnboda Pontoons Destined Voyage Seville via Hernö sand

WB=CellDBorDBa feet: uE&B feet: f feet: f  
total capacity tons. FPT tons. APT tons. MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 5112 Port Cpn.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

Damage reports issued by the undersigned and copies here enclosed.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined?

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage repairs.

This vessel was stated to have sustained damage on four different occasions /see below/

for further particulars of the casualties see log book. She has now been permanently repaired in the following manner, here below stated.

1/ Damage through collision with the British s. s. FAIRMUIR, when vessel was lying at anchor near Gravesend on the 30th Sept. 1916.

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

Shell plating on port side:

Bulwark plate and lower Bridge side plating /or I-strake/, plate no. 6 from stem taken out, faired and refitted, nos. 7 & 10 renewed.

Bridge sideplating. Upper /or K-strake/, no. 1 taken out, faired and refitted, nos. 2 & 3 broken, renewed, no. 4 faired in place.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	<u>9</u>				<u>2</u>	<u>1</u>		<u>main bulwark rail, strakes</u>
Removed and Faired or Repaired ... ..	<u>9</u>				<u>2</u>	<u>4</u>		<u>and various other upper</u>
Faired or Repaired in place ... ..	<u>14</u>	<u>8</u>			<u>2</u>	<u>3</u>		<u>works.</u>

  

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Decks <u>good</u>	<u>where seen good</u>	<u>not ex.</u>	<u>no</u>	<u>no</u>	<u>where seen good</u>	<u>good</u>	<u>where seen good</u>	<u>good</u>	<u>good</u>	<u>good</u>	<u>Yes, but not tried</u>	<u>none fitted</u>	<u>Yes.</u>
Caulking of Decks <u>"</u>													
Waterways <u>"</u>													
Coamings <u>"</u>													
Beams & Fastenings <u>where seen good</u>													
Outside Plating <u>good</u>													
Caulking of ditto <u>"</u>													
Rivets <u>"</u>													
Breasthooks & Crutches <u>not ex.</u>													
Transoms <u>good</u>													
Frames <u>"</u>													
Reverse Frames <u>"</u>													
Floors <u>where seen good</u>													
Keelsons <u>"</u>													

  

Dblg. Plates under Sounding Pipes <u>not ex.</u>	Copper, or Y.M. of Wood Vessels (State if on felt.)
Engine Room Skylights <u>good</u>	When put on, Month <u>1</u> Year <u>1</u>
Coal Bunkers, Open'gs, Lids, &c. <u>good</u>	Boats <u>2 lifeb. 1 other b.</u>
Scuppers <u>not ex.</u>	Masts, Yards, &c. <u>good</u>
Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from deck</u>
Hatches <u>"</u>	(State if wedges removed) <u>no</u>
Planking of Wood Vessels <u>"</u>	Sails <u>not ex.</u>
Caulking ditto <u>"</u>	Equipment letter <u>1</u>
Treenails ditto <u>"</u>	Anchors, No. of <u>3 B. 1 Str. 1K</u>
Breasthooks & Stemson ditto <u>"</u>	Cables (State if now ranged) <u>no</u>
Transoms, Pointers, & Crutches ditto <u>"</u>	„ length <u>part seen</u> size <u>good</u>
Timbers of Frame at openings ditto <u>"</u>	„ Rule length <u>good</u> size <u>good</u>
Ditto ditto at other places ditto <u>"</u>	Hawser & Warps <u>suitable</u>
Stringers, Clamps & Shells ditto <u>"</u>	Standing & Running Rigging <u>good</u>
Salting ditto <u>"</u>	
(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:— This ship is now in

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—“to remain as now classed in the Register Book without fresh record of Survey,” “to remain as classed and to have record of survey, 1,15,” or “to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c.”

a good and efficient state of repair and is eligible in my opinion to remain as classed, with fresh record of bottom survey Skm. 11.16.

Survey Fee (per Section 28) £ : :  
Special Damage or Repair Fee (if any) £ 22 : 16 : 4  
(per Sec. 28)  
Travelling Expenses (if chargeable) to Gustaf Berg £ 1 : 1 : 0  
Second Surveyor's Fee (if any) £ 23 : 17 : 4

Fees applied for.

4 Nov. 1916

Received by me,

19

Committee's Minute FRI. NOV. 24. 1916

Character Assigned 100A1 W.

subject 0.11.16

FRI. 15 DEC. 1916

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

WST 5 01014



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

[illegible]

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

[illegible]

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

fitted in new plate.



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 7½ 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. E. Lakson*



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