

Copy of Damage Report 1.  
 ss. Gerda, Skan. Rep. no. 1621

Stockholm, Surveyor's  
 Office, 20<sup>th</sup> Oct. 1916

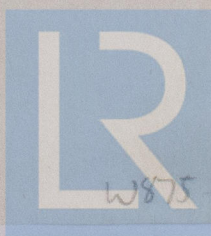
Albert Isakson,

the Owners survey the Danish steel screw steamer Gerda, 775 Gross tons, of Esbjerg, N. Denmark, in order to ascertain the nature and extent of the damage, stated to have been sustained through collision with the British ss. Fairmuir, when the ss. Gerda was lying at anchor near Gravesend on the 30<sup>th</sup> September 1915. For further particulars of the case, see report no. 1621.

On the 13<sup>th</sup> Oct. 1916, vessel lying at anchor in the Gustafsberg Harbour, southeast of Stockholm, with a full cargo of <sup>linen</sup> ~~cotton~~, and later on, on the 19<sup>th</sup> same month, when vessel had been discharged and taken on the Limboda Pontoons, I examined the damages, found them to be as follows and recommended them to be repaired in the following manner.

Shell plating on port side.

Buttress plate and lower T ridge side plating.



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from stem bent - to be taken out, faired and refitted.  
In same strake, plate no. 7 broken and no. 10 badly  
bent - both to be renewed.

Bridge side plating, upper, or K-, strake, plate no. 1  
bent - to be taken out, faired and refitted.

" " no. 2 and 3 broken - to be renewed

" " no. 4 bent - to be faired in place.

Main sheer, or H-, strake, plate no. 8 slightly bent -  
- to be faired in place and lower landing riveted.

Ct-strake, no. 8 slightly bent in two places - to be  
faired in place and lower landing riveted.

F-strake, no. 8 & 9 bent - to be taken out, faired  
and refitted; no. 10 & 11 slightly bent - to be  
faired in place.

E-strake, no. 8, 9 & 10 slightly bent - to be faired in  
place.

Shell plating on starboard side:

Main sheer, or H-, strake <sup>no. 10</sup> bent - to be faired in place.

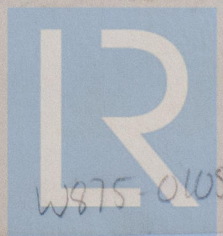
Ct-strake, no. 10 bent - to be taken out, faired and refitted.

F-strake, no. 10, slightly bent - to be faired in place.

Bridge bulwark plate on port side, plates no. 1, 2, 3 & 5  
broken or badly bent - to be renewed; no. 4  
badly bent - to be taken out, faired and refitted.  
no. 6 bent - to be faired in place.  
Greening port in bulwark, with him, to be removed,  
and refitted in new plate.

Bridge stringer plate on port side: no. 3 badly bent -  
- to be renewed; nos. 1 & 2 bent - to be taken out,  
faired and refitted; no. 4 badly buckled -  
- to be faired in place.

One main frame in way of plates no. 10 on starboard  
side bent - to be renewed and refitted in place.



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Upper side stringer plate in after hold on starboard side, with angle, bent - to be removed, faired and refitted.  
One beam bracket to stringer plate bent - to be taken out, faired and refitted.

Cargo battens in way of this damage in after hold to be removed and refitted.

Accommodation ladder port in bridge bulwark between plates no. 3 and 4, broken - to be renewed and its hinges renewed.

3. Bridge side frames bent in upper ends - to be faired in place.

2 Bridge deck beams bent - to be faired in place.

Numerous bridge deck beam bracket plates started in reacting - started rivets to be renewed and riv. of holes rimmed up.

2 Bulwark stanchions, of bulb plate, to main bulwork badly bent - to be removed, faired and refitted.

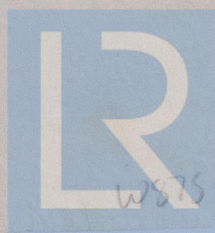
Main bulwark rail, of bulb angle, badly bent and broken - to be cut out at least 12 feet in length, faired, efficiently scarfed and refitted.

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

One mooring pipe with doubling plate in main bulwork to be cut out and refitted to new plate.

Water service pipes on main bulwark and all along bridge bulwark leaky and bent - to be removed all along damage and renewed.

Half round mouldings all along bridge bulwark and in front of foremost bridge bulwark plate and upper side plate in bridge bent or broken.



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be all removed, faired, welded, where broken, and refitted.

Front margin angle on bridge deck bent - to be partly released, faired and riveted.

Bridge deck stringer angle badly bent and broken in several places - to be renewed on a length of about 50 feet.

Cement on stringer angle, under water service pipe, broken - to be renewed.

Six angle staunches between bridge bulwark and look out bridge badly bent and twisted - to be renewed.

4 Beam brackets to look out bridge badly twisted and broken - to be renewed and 2 do do bent - to be removed, faired and refitted.

First angle beam to look out bridge bent - to be faired in place and new outer corner welded on.

Five remaining angle beams to look out bridge bent down outside deck house - to be heated and faired in place.

Look out bridge stringer angle bent down - to be cut out, faired and refitted.

3 Round staunches to bridge bulwark broken or badly bent - to be renewed; 2 do do bent - to be removed, faired and refitted.

2 T-bar staunches and beams combined, to boat deck, badly bent - to be taken out, faired and refitted.

Forward <sup>life</sup> boat davit badly bent and refitted.



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bent - both to be removed, heated, faired and refitted.

One davit shoe of cast iron, broken - to be removed. Both upper guide brackets to davits badly bent - to be taken out, faired and refitted.

Channel bar struiger to boat deck bent - to be cut out, faired and refitted.

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

Look out bridge bulwark, of wood, bent in and started, to be 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 to be removed and refitted for effecting repairs.

Bulwark rail, of oak, broken on after end - to be removed and refitted and its after part renewed.

4 Mooring stanchions on look out bridge, 2 lantern stanchions, one meat chest and one chest for various provisions to be removed for repairs and refitted.

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

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

Port life boat, stated to have been crushed to pieces and carried away, was found temporarily replaced by a second and lifeboat



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This lifeboat to be supplied with copper tanks,  
same as in the last boat, and its equipment  
completed.

Shoe on Bridge bulwark, for small screw  
down davit, to be removed and refitted on new  
plate.

Sounding pipe deck cover in Bridge deck stringer  
plate to be removed and refitted in new  
plate.

All new and repaired iron work to be coated  
with red lead and paint as before. Look  
out bridge deck and boat deck in way of  
damage to be caulked, painted and varnished.

All new and repaired wood work to be coated  
with paint and varnished as before.

Ship's bottom to be cleaned and coated with  
2 coats of composition paint and topsides  
with one coat of black paint; and the ship  
and her equipment to be restored in the  
same good and efficient condition as be-  
fore the accident occurred.

Witness my hand.

A. HAKSON

Ship & Engineer Surveyor

for Lloyd's Register of Shipping



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