

REPORT of SURVEY for REPAIRS, &c.

No. 4240 Date of Writing Report June 10 1891 Port of Munden
 No. in Reg. Book 102 Survey held at Munden Date, First Survey Mar 30 Last Survey June 10 1891
 on the S. Saint Rognvald (No. of Visits 24) Master J. Masson
 TONNAGE: NET 484 GROSS 920 UNDER DK. 435
 Built at Munden By whom Hall Russell & Co When 1883 6
 Owners N. of Scotland & Orkney & Shetland S.N. Co Port belonging to Munden
 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock dry dk Name of Dock Men dry dk Destined Voyage Norway
 Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 6316 Port Lth

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer 2 ft. 0 ins. as painted on Ship in Winter 2 ft. 2 ins.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Damage 4 S.S. No 3

Damage through stranding on the rocks at Workhead near Kirkwall on the 23rd of March last and remaining until the 24th (See Special Damage Report)

On placing the vessel in the above dry dock the following damage was found to have been sustained:- On the Starboard side 14 plates in the garboard strake 11 plates in B. strake 8 plates in C strake and 4 plates in D. strake

On the port side:- 3 plates in the garboard strake 3 plates in B. strake and 8 plates in C strake A large number of butts strained and started on each side The midship length of the Starboard bulge keel buckled and the rivets loose and the forward length of the bulge keel on the port side with rivets also loose Two lengths of keel and the bottom plating set up in way of the forehold and a number of keel rivets started 25 frames and 19 floor plates

PRESENT CONDITION OF THE			
Decks	Good	Plank (Bottom) & Counter	Good
Waterways	"	Tracings or Rivets	"
Comings	"	Breasthooks & Stemson	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"
Plank sheers	"	Ditto ditto at other places	"
Sheerstrakes	"	Keelsons	"
Topsides	"	Clamps & Shelves	"
Staircases	"		
Engine Room Skylights		Coal Bunker, Openings, Lids, &c	
		Scuppers	
		Cargo & Main Hatchways	
		Hatches	

General Observations, Opinion as to Class, Recommendation, &c.:

The damage repairs having been completed in an efficient manner and the whole of the requirements of the Rules for the S.S. No 3 complied with and the vessel placed in good and efficient condition she is eligible in our opinion to remain as classed and to be noted S.S. No 3 - 6, 91

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	4	-
Special on Damage, Fee (if any) (per Sec. 28)	£	11	11
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	1	1

Fees applied for,

June 9 1891

Received by me,

16/6/91

G. L. Hindmarsh & J. H. Anderson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned

100 A 1

S.S. No 3 - 6/91

and reverse frames broken in the forehold. The side keelson on the starboard side broken for 48 ft in length and the intercostal plates in way of same buckled and broken. The centre keelson set up and the angle irons broken one hold stanchion broken and one bent 4 lower deck beams bent & broken and one half beam broken 2 main deck beam knees broken and one reverse frame between decks.

In the engine and boiler space 16 frames and 4 floor plates broken and 4 frames bent and rivets started. The thrust seating and stool for same strained and rivets started.

In the afterhold 19 frames and 10 floor plates broken and 6 frames bent and rivets slack. Several rivets in the rudder and stem post slack, the crosshead and pin for steering gear apt. broken. The decks strained, the cabin and saloon fittings more or less damaged through being immersed and the straining of the vessel.

The whole of the above damage has been made good and efficiently repaired as recommended in the Special Damage Report and to compensate for the severe straining to which the vessel has been subjected (the holds, cabins, and saloon being flooded while the engine room remained free) the stroke of plating below the thrustake on each side has been doubled from forward of the break of the fore-castle to abaft the break of the poop.

S.S. No 3. In consequence of the above repairs the whole of the lumber boards and ceiling have been removed all fore and aft on each side. The pig iron ballast also removed and the chain cables ranged for inspection and the whole of the requirements of the Rules for the S.S. No 3 complied with and the vessel thoroughly cleaned and painted inside and outside.

In order to afford more passenger accommodation the well aft between the bridge and the poop has been covered in.