

To be attached

Recd 11/6/91

Saint Rognvald

Aberdeen

June 6th. 1891

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George Lisle Hindmarsh

The Owners (The North of Scotland, Orkney, and Shetland Steam Ship Company) Surin, the Iron Screw Steamer "Saint Rognvald" of Aberdeen, N^o 102, on the thirtieth of March last, and subsequent dates, while lying in the Aberdeen Graving Dock, for the purpose of ascertaining the amount of damage, stated to have been sustained, through the vessel stranding, on the rocks off Hookhead, near Kirkwall, on the morning of the twenty third March last, and remaining until the evening of the twenty seventh of March. The holds, cabins, and Saloon being flooded; with the exception of the Engine Room. For particulars see Log Book and protest.

On examination the undersigned



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found the following plates on the starboard side badly indented, or broken. In the starboard stroke, Nos. one, six, seven, eight, nine, ten, eleven, twelve, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, twenty one, and twenty plates. In the stroke, Nos. eight, twelve, seventeen, eighteen, nineteen, and twenty plates.

In C stroke Nos. ten, and eleven
plates, and number eleven, in
Q stroke.

The following places on the Harbord
side, were also indented, but to a
lesser extent than the foregoing

The first plate in the garboard stroke. In K's stroke Nos nine, ten, eleven, thirteen, and sixteen plates. In C's stroke, Nos twelve, thirteen, fifteen, seventeen, eighteen, and nineteen plates.

Engr. Strake, Nos. Twelve. Museum,
and fourteen plates.

On the front side, the following plates were found badly indented, or broken: The twentieth plate, in the garboard stroke; the eighteenth in its stroke, and the

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thirteen in C stroke.

The following plates on the port side, were also indicated, but to a lesser extent. In the garboard stroke, Nos. fourteen, fifteen, sixteen, and nineteen plates. In B stroke, Nos. twelve and thirteen plates. In C stroke, Nos. eleven, twelve, fourteen, fifteen, sixteen, seventeen, and eighteen plates.

The following butts were started, and strained, on the starboard side, in addition to those, where the plates were damaged. Two in B stroke, two in C stroke, one in D stroke, five in E stroke, nine in F stroke, seven in G stroke, and eight in the sheer stroke.

On the port side, the following butts were started and strained, in addition to those where the plates were damaged. One in B stroke, two in C stroke, two in D stroke, five in E stroke, six in F stroke, and four in the sheer stroke.

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The midship lengths of the
starboard sledge keel, from
set in inches in length
that buckled, and the
keel. The forward length
of the sledge keel, on the ground,
with joints started.

Two lengths of keel set up
in way of the forehold, above
the keel, and secured
at the keel joints loose.

In the forehold the
frames, floors, and reverse
frames, bent and broken, as
follows: On the starboard side,
the second frame, from the
forward engine room buckled
broken: The adjoining frame
floor plate, and reverse frame
forward of this also broken,
and the frames, floors, and
reverse frames, to the twenty
first frame broken: The
twenty second, and twenty
third, frame bent.

The central keelson in
the forehold, over the above
damaged floors set up, and
the longitudinal angle iron.

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broken, and the rivets started.

The side keelson angles, on the starboard side, in the forehold broken, (poorly eight feet); and two intermediate plates the same, also broken; the remaining intermediate plates buckled, and six angles connecting same broken.

One hold stanchion broken, and one bent.

One lower deck beam at the fore end of the fore hatch, bent and angles for same broken.

One beam at the after end of the fore hatch broken, and the beam abate this, broken at the knee. The second beam from the hatch, bent, and one half beam broken.

Two main deck beams broken and one reverse frame, in the fore hold between decks.

In the engine and boiler space: the deep floor plate and frame, of the engine room bulkhead, broken and badly buckled. The adjoining frame, reverse frame, and floor plate forward, also broken, and

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The second frame from the
luffhead broken. Three on
the starboard side. Three frames
under the engines broken, and
four bent, and the rivets started.

On the port side the twelfth,
and thirteenth frames, and
floor plates, forward of the
engine Room luffhead, broken,
the fourteenth frame, and
the next seven frames, in
way of the boilers broken.

In the after hold: the third
beating and stool started, and one
stool for tunnel bearing, with
plate bent and rivets slack.

The second, third, fourth,
fifth, sixth, and seventh frames,
above the engine Room luffhead,
broken: the eighth frame, floor plate,
and reverse frame, broken, the
ninth, and tenth frames, broken,
and from the eleventh, to the
nineteenth frame, inclusive
the frames, floor plates, and
reverse frames found broken.

The twentieth frame broken.
The twentyfirst, to the twentyfourth
frame, bent, and rivets started.

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Several rivets in sternpost,
and rudder block, the crosshead,
and pin, for steering gear, apt.
broken.

The decks strained, The cabin, and
saloon fittings, more or less damaged,
through immersion, and the
straining of the vessel.

Two propeller blades broken,
and the shaft frames, and

Recommended that the
above mentioned broken, or
badly indented plates, be renewed,
viz: on the starboard side; sixteen
plates in the garboard stroke,
six plates in B stroke, two
plates in C stroke, and one
in D stroke; and the following
plates, to be taken off, forward,
paired, and put back: viz: in
the garboard stroke, four in
B stroke, six in C stroke, and
three in D stroke.

The above mentioned plates
broken, or badly indented, on
the port side, to be renewed, viz:
one plate in the garboard stroke,
one in B stroke, and one in C stroke,
and the following plates to be
taken off, forward, paired, and put back:
viz: in the garboard stroke, four in
B stroke, six in C stroke, and three in D stroke.

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taken off, pumaced, paired, and put back. Two plates in the garboard stroke, seven in C stroke, (one of the seven not being satisfactory after pairing, was renewed).

Two plates in the garboard stroke, and two in the adjoining stroke, to be paired in place.

The following bulks holes, renewed: on the Starboard Side: Two in B stroke, two in C stroke, one in D stroke, five in E stroke, nine in F stroke, seven in G stroke, and eight in the Sheerstroke.

On the port side, one in B stroke, two in C stroke, and two in D stroke, five in E stroke, six in F stroke, and four in the Sheerstroke.

The midship length of the Starboard Lidge keel, (four feet six inches in length), to be taken off, pumaced, paired, and put back, and the foreward length on the port side, to be renewed.

Two lengths of keel in way of the fore hold, to be removed and straightened, and put back, and the keel rivets to be renewed where slack in the remaining length.

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Upper plating in the forehold, both removed, on the starboard side, from the middle line to the ledge, and both sides partly removed, and the broken frames and reverse frames, both partly removed, and fitted with doubling pieces at the back.

The centerline keelson both joined, and the longitudinal angle irons, for same, both retained, and fitted with a long bottom piece.

The side keelson angle irons on the starboard side, in the forehold, both removed; forty eight feet. Two intercostal plates for same, and six angles, both removed, and the remaining intercostal plates, for this portion of the keelson, both taken out straightened, and put back.

One hold stanchion, both removed, one both taken out, and straightened, and two removed for repairs to beam, both put back.

Two lower deck beams, both cut, and partly removed, and angle irons for same, and one half beam both



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taken out, melted, and replaced.

Two main deck beam knees to be doubled, and one broken piece bar sole also doubled.

In the Engine and Boiler space: The deep floor plate, of the Engine Room bulkhead, and the frame for same, to be partly renewed. The adjoining frame, floor plate, and general frame, also to be partly renewed, and the second frame, to be fitted with a backing piece, where broken. Three frames of the Engines, to be partly renewed, and four to be paired, and partly renewed.

On the port side the main and thick end floor plate of the Engine Room bulkhead, to be fitted with double strips, where broken, and the ten broken frames to be fitted with doubling pieces.

In the athwart the thrust seating to be strengthened, by fitting a doubling plate, and bracket plates, between the seat plates, and the loose rivets to be renewed.

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One ~~of the~~ ^{of the} ~~plates~~ ^{plates} of ~~the~~ ^{the} ~~main~~ ^{main} bearing:
 holes paired, and the ~~in~~ ⁱⁿ ~~the~~ ^{the} ~~holes~~ ^{holes}
 removed, where started.

Twelve frames, and ten floor
 plates, holes cut and partly removed.
 New reverse frames, holes doubled,
 and six frames, to be paired, and
 partly removed.

The defective rivets in the
 sternpost, and ~~rudder~~ ^{rudder}, were removed,
 a new crosshead, and pin, for
 steering gear, and to be fitted to
 the rudder, holes fitted for
 examination of rivets, and
 steering gear to be overhauled.

The decks were recaulked,
 and the cabin, and saloon, fittings,
 were made good, and the vessel
 was scraped, and painted inside
 and outside.

During the vessel having
 been considerably strained, the
 strake below the sheerstrake
 on each side, was recommended
 to be doubled, from the forecabin
 to about the main mast.

Two propeller blades to be
 removed. The shaft to be
 placed in the lathe, and the

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whole of the shaling, some lines up.

In consequence of the above repairs, the bedding on each line, was removed, and afterwards to be refitted. The sail shaft, and demure, to be drawn, and the main and double, lashing pipes, to be removed, and afterwards refitted.

The fittings of the Saloon Light, were thoroughly overhauled, and renewed, where necessary; including wires, safety fuses, switches, joint boxes, lamps, and lampholders.

The main cables leading to the Saloon, and fore cabin, having been immersed, proper insulation was to be made; in order that the vessel, and her fittings, may be placed in as good and efficient condition, as before sustaining the damage in question.

See E 10-10-0.

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Appended is a list of stores and fittings stated to have been lost or damaged through the stranding in question.