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

\* "Vindomora" in Register Book

No. in  
eg. Book. **No.** Survey held at London Date, first Survey \_\_\_\_\_ Last Survey Dec 7 1875on the SS Vindomora Master \_\_\_\_\_Tonnage 652 built at Sunderland When built 1873 YMBy whom built Thompson Owners Bell Symonds & CoPort belonging to London Destined Voyage Scrubard & Newcastle on TyneIf Surveyed Afloat or in Dry Dock PontoonLast Survey, No. 12443 Port Iron Classed 904 1/74

## REPAIRS, OR EXAMINATION AS PER RULE

At the present time this vessel has been run into on the  
Portside in Midships and was sunk with her cargo in.

The outside plating being stove in and broken from the Main  
Rail to the bilges, making an opening in the side like the letter V

The Upper and Lower Deck Stringers are torn asunder, and the double  
angle iron stringer in lower hold, one Upper Deck Beam & one Lower  
Deck ditto, one frame & broken, part of the Main Deck is likewise  
broken & cut through & the ship otherwise damaged.

No order for survey was given or asked for. I told the Captain  
& Manager of the insufficiency of the Repairs they were doing for a Sea  
voyage, but they took no notice.

A plate about 9 feet long has been rivetted over the opening at

## Present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways	Breasthooks and Stemson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained
Planksheers	Keelsons	Sails
Sheerstrakes	Clamps and Shelves	Anchors No. of
Topsides	Ceiling	Cables
Wales	Rudder	Hawsers and Warps
Plank (Bottom) and Counter	Copper When put on	Standing & Running Rigging
	Caulking of	
	Bottom, Deck, & Waterways	

Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo and Main Hatchways	Hatches
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General Observations, Opinion as to Class, &amp;c.

This vessel being so inefficiently repaired  
for a Sea Voyage I respectfully recommend her  
to be suspended until properly repaired

Senhouse Martin Dale

The Amount of Entry Fee ... £ : : received by me, }

Special ... £ : : 187 }

Certificate (if required) ... £ : :

Travelling Expenses, if any, £

Committee's Minute 9th Dec 1875Character assigned Expensive Class

Notice to Owner -

12/9/75

to the Surveyor General 16/12/75

Surveyor to Lloyd's Register of British and Foreign Shipping.



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the Sheerstrake, and a piece of angle iron on the top of it. A short piece of hard <sup>wood</sup> is also fitted as a Waterway & secured to the Stringer plate.

The opening from the low side of Sheerstrake downwards is covered with two one inch deals, one thickness placed vertically and the other longitudinal and secured with screw bolts & nuts through the plating.

The Owners have been written to this day, the following being a copy.

"To the Owners of the  
Screw Steamer 'Tandemora'"

24 White Lion Court  
London Cornhill  
Dec 7th 1875

Respected Friends

I write to inform you that the temporary repairs now done to the above named vessel are not sufficient in my opinion to make a Sea Voyage. In a cross sea with heavy weather she would split in two.

The Stringers in the Upper & Lower Decks, also the Stringer in the lower hold, together with double Sheerstrake, 3 Strakes of outside plating below with all stove in and broken, and 2 other plates below are broken but not stove in.

The Iron Bulwark & Main Rail are also stove in & broken. Part of the Main Deck is injured & cut through. And to compensate for all this separation of the side of the ship, a short plate & angle iron is rivetted on the Sheerstrake, and a short piece of Waterway (Wood). The two thicknesses of (one inch each) deals from the Sheerstrake to the bilge are no strength beyond keeping out the water.

This inefficient repair will be Reported by me and have no doubt the Committee will suspend her clasp until properly repaired.

I remain Respectfully

Senhouse Markindah



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