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REPORT of SURVEY for REPAIRS, &c.

No. \_\_\_\_\_ Date of Writing Report 9<sup>th</sup> April 1888 Port of London  
No. in Reg. Book. \_\_\_\_\_ Survey held at London Date, First Survey 7<sup>th</sup> March Last Survey 6<sup>th</sup> April 1888  
(No. of Visits \_\_\_\_\_ Society \_\_\_\_\_)

205 on the Iron Screw Steamer SANDRINGHAM Master C. Olsen

TONNAGE:—  
NET 738 Built at Middlesbrough By whom Backhouse & Sigm When 1872  
GROSS 1159 Owners Turnbull, Martin & Co. Port belonging to Glasgow  
UNDER DK. 248 Owner's Address \_\_\_\_\_  
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock By Dock Name of Dock \_\_\_\_\_ Destined Voyage Rio Janeiro  
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. 1941 Port London  
Classed Underwritten Registry  
Fourth Survey 84 Character in Register Book. A1  
(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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)  
in Summer \_\_\_\_\_ ft. \_\_\_\_\_ ins.  
in Winter \_\_\_\_\_ ft. \_\_\_\_\_ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Fifth Survey.

This Vessel has been examined in the Union Bay Dock.  
The bottom found rubbed and chafed but otherwise in good order, has been cleaned and painted. A shoe plate has been fitted to the fore foot of stem, and a few rivets renewed in the landing of the aftermost foreboard plate on the stem post. The rudder has been lifted and rebrashed.  
All the ceiling and cargo battens have been removed in each hold, the whole of the ironwork sealed, the sides of the holds painted and floors coated with cement wash. Most of the ceiling renewed in the main hold. The bilges under the engines, boilers and stokehole have been cleaned out and examined, seven of the floors at the after end of the engine room were found to be very much wasted and they have now been doubled. The lower part of the bulkhead there, and also the lower part of the bulkhead at after end of main hold, together with the first floor before the latter were also found to be wasted and have been repaired. The ballast tank has been cleaned out and the ironwork sealed and

PRESENT CONDITION OF THE		Boats	
Keels	<u>Good</u>	Boats	<u>4</u>
Waterways	<u>"</u>	Masts, Yards, &c.	<u>"</u>
Timings	<u>"</u>	Condition, how ascertained	<u>Examined</u>
Pr Dk. Beams & Fastenings	<u>"</u>	Sails	<u>Good</u>
Lower Dk. Beams & Fastenings	<u>"</u>	Anchors	No. of <u>3 B, 1 S, 2 K</u>
Plank sheers	<u>"</u>	Cables	<u>Ranget 270 fth. good</u>
Sheerstrakes	<u>"</u>	Hawsers & Warps	<u>Good</u>
Topsides	<u>"</u>	Standing & Running Rigging	<u>"</u>
Wales	<u>"</u>		
Plank (Bottom) & Counter	<u>Good</u>		
Tronath or Rivets	<u>"</u>		
Breasthooks and Stemson	<u>"</u>		
Transoms, Pointers, & Crutches	<u>"</u>		
Timbers of Frame at the opening	<u>"</u>		
Ditto ditto at other places	<u>"</u>		
Keelsons	<u>"</u>		
Clamps & Shelves	<u>"</u>		
Ceiling	<u>Good</u>		
Rudder	<u>"</u>		
Windlass & Capstan	<u>"</u>		
Pumps	<u>"</u>		
Cement (If Iron Ship)	<u>"</u>		
Caulking of Bottom, D'k, & Watrways	<u>"</u>		
Copper, or Y.M. (State if on Felt.)	<u>"</u>		
When put on	<u>"</u>		

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo & Main Hatchways Good Hatches "

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

The Vessel is in a sound and efficient condition and eligible in my opinion to remain as classed and to have the Fifth Survey recorded in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :  
Office Fee (if chargeable) per Scale II., Sec. 27... £ : :  
Survey Fee (per Section 28) ..... £ 5 : 5  
Special on Damage, Fee (if any) (per Sec. 28).... £ : :  
Certificate (if required) to be sent as per margin £ : 5 :  
Travelling Expenses (if chargeable) ..... £ : :  
Second Surveyor's Fee (if any) ..... £ : :  
Committee's Minute  
Character assigned A11  
Fees applied for, 10. 4 1888  
Received by me, 11/4 1888  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
Lloyd's Register  
TUES 10 APRIL 1888  
5<sup>th</sup> Survey 88  
Apr 88  
1st 28.08



coated with cement wash, the top of the tank along the starboard side repaired, and the tank tested under pressure. The cement in the bottom of the vessel has been examined and repaired where required.

The fore and after peaks have been examined, the upper parts sealed & painted, and lower parts coated with cement wash.

The Bunkers have been examined, all the ceiling therein removed, and all surfaces of the iron sealed and painted. The following repairs have been made in the Bunkers. - Twelve frames in the starboard side bunker, and eleven in the Port renewed in the 'tween decks and fitted <sup>alternately</sup> with bracket plates to the beam stringers. Eleven reverse frames in the lower bunker on the starboard side, and thirteen in that on the Port side partly renewed. One lower beam in the starboard side bunker, and three in the Port renewed, and eight other beams in the starboard side and eleven in the Port fitted with additional angles. The angles to the beam stringers renewed on each side where required. Five deck plates on the starboard side and six on the Port side renewed. The stringer plate doubled along the inner edge in each bunker. The bunker bulkheads and angles thereof repaired where required.

Two reverse frames on each side of the Reserve or Cross Bunker partly renewed, the girder plate to sister keelson on Port side fitted with a doubling plate, the stringer plate over the boiler repaired where wasted, and a new knee plate fitted to one of the beams on Port side.

Several hold stanchions have been straightened, repaired and fitted with new angle iron lugs, and a number of reverse frames repaired in the holds, and defective rivets in the hold beam stringers renewed.

Four plates in the fore-castle sheer stroke, and four in the fore-castle side have been renewed on each side of the vessel, a new breast beam fitted to the fore-castle and the fore-castle beam stringer extended thereto. Twelve frames in the starboard side of the fore-castle and ten in the Port side renewed. The inside of the fore-castle sealed & painted, and both hawse pipes renewed.

Five plates in the side of the vessel on each side in way of the Bridge deck have been renewed. One sheer stroke plate, <sup>and three shell plates</sup> on the starboard side in way of the main mast have been removed, made fair and replaced, and five shell plates in way of same renewed; one frame <sup>and one beam</sup> partly renewed, one stringer plate renewed, and the angle iron thereto partly renewed; five belværk stanchions refitted and the rail angle iron partly renewed.

Additional reverse angle iron have been fitted in the after 'tween decks to nine frames on the starboard side, and eleven on the Port side.

The Raised Quarter deck beams have been plated over for a distance of twelve feet at the after end of the No 3 hatchway, and at the fore end of same for a distance of six feet. New fore and aft tie plates have been fitted alongside the boiler hatchway coaming from the above named deck plating to the bulkhead of the after end of the Bridge deck, and the angle irons attaching them to the coaming renewed where required, and the coaming also partly renewed. Two of the beams over the bunkers on each side renewed, and the deck plates to the bunker scuttles renewed.



S. S. SANDRINGHAM

The two iron fore and aft to No. 2 hatchway have been repaired and fitted with bulk plates.

The forecabin, and Raised Quarter decks have been renewed with 3" 4. Pine. The masts, and spars have been examined and the foremast renewed. The rigging has been examined and the fore stay renewed.

The Chain Cables have been ranged and examined, and 270 fths. found complete and in good order. The windlass has been repaired, and one 6 1/2 inch and one 5 inch manilla hawsers replaced by new.

The owners are desirous that these very extensive repairs should be borne in mind on the occasion of the "Sixth Survey".

Chas. H. Jordan