

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *4 Nov* 1891 When handed in at Local Office *18* Port of *London* FRI 6 NOV 1891

No. in Reg. Book. *198* Survey held at *London* on the *Iron ship "Sandringham"* Date, First Survey *10 Aug* Last Survey *27 Oct* 1891
(No. of Visits) Master *Fernbach*

TONNAGE:— Built at *Middlesbro* By whom *Boskhouse & Dixon* When *1872*
GROSS *1154* Owners *Townhill Martin & Co* Port belonging to *Glasgow*
UNDER DK. *948*
NET *758* Owners' Address

Surveyed Afloat or in Dry Dock? *(if not already recorded in Appendix to Register Book.)* Name of Dock *Union Dry Dock* Destined Voyage *Antwerp*

WB=DbA tons; f tons; uE&B tons; CellDB tons; FPT tons; APT tons; MT tons.

Last Survey, No. *10215* Port *London*

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage & 6th Survey*
This vessel is stated to have grounded at *Savannah La Mar* near *Jamaica* on *July 4th 1891*

Stern frame was found broken in two places has now been renewed
two counter plates, three angle frames, one deck plate and two fore and aft beams being removed and replaced and the two buck plates removed and renewed and steering gear refitted; Two rudder pintles broken renewed with fork pintles.

Plating— on the Port side one garboard plate amidships and the after most garboard plate renewed.

In the first strake above garboard the two after plates renewed.

In the second strake above garboard four plates amidships renewed

In the third strake above garboard one plate amidships faired & replaced

The boss plate renewed

SUMMARY OF DAMAGE REPAIRS:— 8 Plates, Faired or Repaired: 19 Frames, ditto. 23 Plates, Renewed: 8 Frames, ditto. Other Repairs. <i>New Stern frame</i>			
PRESENT CONDITION OF THE			
Decks	<i>good</i>	Transoms, Pointers, & Crutches	<i>good</i>
Waterways	"	Timbers of Frame at the openings	"
Coamings	"	Ditto ditto at other places	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"
Low'r Dk. Beams & Fastenings	"	Clamps, Sheifs & Stringers	"
Plating	"	Salting	"
Planking	"	Ceiling	"
Treenails or Rivets	"	Cement or Asphalt (State which.)	"
Breasthooks & Stemson	"	Tanks (State if now tested.)	"
		Caulking of Bot'm, Dk. & Wat'rw'ys	"
		Copper, or Y.M. (State if on felt.)	"
		When put on, Month	Year
		Rudder	<i>good</i>
		Windlass & Capstan	"
		Pumps	"
		Engine Room Skylights	"
		Coal Bunker, Open'gs, Lids, &c.	"
		Scuppers	"
		Cargo & Main H'tch'w'ys	"
		Hatches	<i>good</i>
		Boats	"
		Masts, Yards, &c.	"
		Condition, how ascertained	<i>By Exam'n.</i>
		Sails	<i>good</i>
		Anchors No. of	<i>3 B. 15. 2X</i>
		Cables, length	<i>240 fms size 1 7/8 in</i>
		(State if now ranged)	<i>Yes</i>
		Hawsers & Warps	<i>good</i>
		Standing & Running Rigging	"

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

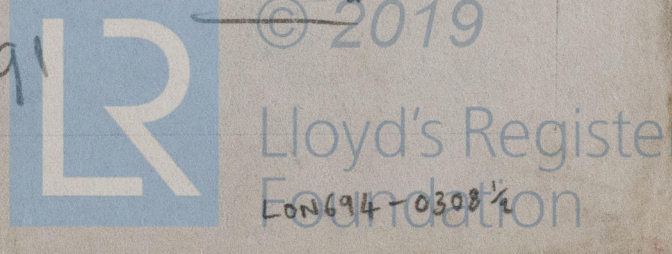
The rules having been complied with and the vessel being now in a good and efficient condition, she is eligible in our opinion to remain as classed and to have recorded 6th Survey Lon 10-91 new date of 10, 91 & drp 91

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	7	:	<i>6/11 1891</i>
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	10	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<i>13 11 1891</i>
Second Surveyor's Fee (if any)	£	:	:	<i>ASD</i>

*Is Certificate now required? *YES* 13 NOV 1891

Committee's Minute
Character assigned *A1, 6th Survey 10, 91*

MS 10, 91
Rpt 20/10/92
24/6/92



52450. Jan.

On the Starboard side one garboard plate amidships, and the three aftermost garboard plates renewed.

In the first strake above garboard three plates at the after end renewed & one plate in the way of the tank taken off faired and replaced.

In the second strake above garboard four plates, one forward one amidships & two aft renewed, and four plates taken off faired and replaced. The boss plate renewed.

In the bottom thirteen indentations in various places faired in place the rivets being removed and replaced.

Nine frames on each side in the flat, in the way of the plates taken off, faired in place.

The four after frames on each side renewed between the keel and the boss, and one frame repaired and the four after floors renewed.

About two hundred and thirty rivets in the keel slack and broken and several in the forefoot renewed; and the keel and forefoot uncoupled.

The ceiling in the holds and bunks and on the tank top lifted and the cement made good.

In the tank off the bracket plates & tie plates, & the angle irons to the girders & the tops of the floors partly renewed & made good and rivetted.

Two centre plates of the tank top renewed and a new landing edge cut for them, two doubling plates fitted over fractures in way of the tunnel shaft bearings. The margin plates of the tank top fractured on both sides have been repaired with a flanged doubling plate. The tank tested under a head of water & found tight.

Two plates of the after water tight bulkhead and one deep floor plate for the stern tube renewed.

In the fore peak two angle irons and the ^{upper} plates to the tank top and a number of rivets in the plating beams and breast hooks renewed and the tank tested under a head of water and found tight.

In the bunks four main deck beam arms on the Port side and three on the Starboard side found buckled have been doubled.

In the fore rigging the after swifter Port side and the foremost swifter Starboard side renewed and the rigging overhauled.

Flat of bottom & new work recoated.

For 6th Survey

The plating drilled in three sections and elsewhere as per sketch. Decks drilled. The inside plating chipped bright.

The remainder of the close ceiling, cargo bunks is lifted and all oxidation removed from the surfaces in the holds bunks &c; all broken rivets renewed; the frames and reverse frames closed where necessary and rivetted, and a number of reverse frames renewed.

In the main hold the three after floors within him at the middle line have been renewed, the hold beams repaired, one plate on each side of the bulkhead at the after end doubled and the bulkhead frames closed.

In the bunkers the main deck beams repaired with new angle irons and rider plates, and the stringer plates fitted with a half round iron on the edges. The bunker walls and angle irons partly renewed.

Fidley top and grating renewed and engine room casing partly rivetted.

In the machinery space seventeen floors were found worn at the timber holes have now been doubled for about seven feet in length the full depth with $\frac{7}{16}$ " plates, and fourteen centre line wash plates renewed. Stakehold platform & beams renewed.

In the after hold the hold beams repaired and five centre line wash plates in the tank renewed.

In the saloon and berths panelling removed under the side light and two side lights renewed.

on the port bow a flush patch fitted where the plate damaged by the anchor fluke.

The three remaining rudder pintles renewed with fork pintles. Mast & spar examined and the rigging overhauled & made good. Cables ranged & set for good.

The first strake of plating below sheer strake doubled for 77 ft amidships.

The third " " " " " " " " " " 69 ft "

both doublings being $3\frac{1}{2} \times \frac{1}{2}$ " thick.

