

RECORD OF CASUALTIES TO VESSELS

Collection District 39 Part of Chicago, Illinois

1. Date (hour of day, day of week, day of month, year).	1. 10:10 PM Tuesday April 2nd. 1929
2. Name (in full), nationality, and rig of vessel (wood or iron).	2. American MS Sandmaster Iron
3. Tonnage.	3. 1849
4. Age.	4. 12
5. Port where registered.	5. Gary Indiana.
6. Official number.	6. 216330
7. Name and residence of master.	7. Ava Smith 5928 Humboldt Ave. Cho.
8. Name and residence of owner.	8. Construction Materials Corp. 730-228 N. La Salle St.
9. Port last sailed from and date of sailing.	9. Chicago
10. Where bound.	10. up N. branch Chgo. river
11. Number of passengers.	11. N
12. Number of crew, including master, mates, etc.	12. 26
13. Number and names of persons lost.	13. none
14. Estimated value of vessel.	14. \$50,000.00
15. Estimated value of cargo.	15. 900.00
16. Nature of cargo.	16. lake sand
17. Had vessel a deck-load?	17. N
18. Was she overladen?	18. light
19. Weight of cargo.	19.
20. Estimated loss or damage to vessel.*	20. \$800.00
21. Estimated loss or damage to cargo.	21. N
22. Amount of insurance on vessel.	22.
23. Amount of insurance on cargo.	23.
24. Locality of casualty (giving precise point of land or other obstruction in case of stranding).	24.
25. Nature of casualty (whether foundering, stranding, collision, or other disaster). In case of collision, give name and hailing port of colliding vessel, if possible.	25. Wheel damaged on rock
26. Cause of the casualty (specifying particularly).	26. obstructing in channel
27. Force of wind, state of weather and sea; if at night, whether moonlight, starlight, or dark.†	27. Calm night very dark
28. State, in detail, measures taken to avoid casualty.	28.
29. By whom and to what extent assistance was rendered.	29.
30. Remarks. (All particulars not included in the foregoing will be here stated.)	30. On April 2nd at about 10:10 PM while the MS Sandmaster was proceeding loaded up the north branch of the Chicago river, and when about seven hundred feet below Western Avenue, the port wheel struck heavily on some unknown obstruction damaging same, the extent of the damage however cannot be determined until the ship is placed in dry dock Ava Smith Master

April 4-1929

* Estimated total amount of loss is desired, without regard to what may be covered by insurance or expense incurred in floating vessel, and should be expressed in figures.
† Whether calm, gentle breeze, strong breeze, moderate gale, strong gale, storm, or hurricane.

Transmitted to US Coast Guard Washington DC 4/23/29 R.M.