

REPORT of SURVEY for REPAIRS, &c.

No. 8296 Port of *Glasgow*. Received in London Office *THUR 12 JAN 1888*
 No. in Reg. Book. *388.* Survey held at *Glasgow*. Date First Survey *28th Nov 87* Last Survey *7th Jan 1888*
 on the *Steel Screw Steamer "Nordenskiöld"* Master *J. Belegnick*

TONNAGE:—
 NET *983* Built at *Gothenburg* By whom *Notala & Co* When *1880 - 8*
 GROSS *1305* Owners *Russian Steam Ship & Trading Co* Port belonging to *Odessa*
 UNDER DECK *1147* Owner's Address *Odessa*
 If Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *in for and dry* Destined Voyage *Odessa*
 Length of Poop *ft. 3* of Forecastle *ft. 3* of Raised Or. Deck *ft. 3* Moulded Depth *ft. 11* ins. *52*
 Last Survey, No. *8* Port *GP* Classed *100A1*
 (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.)
 Society's Freeboard (if assigned) in Summer *ft. 11* ins. *52*
 as painted on Ship in Winter *ft. 11* ins. *52*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No. 2*
The vessel placed in dry dock: the bottom scraped & repainted. Two indentations removed from shell plating port side by being heated & straightened in place. The boiler taken out for renewal: the holds, deep tank, peaks, chain locker, bunkers & boiler space cleared: the timbers and ceiling as required by rules removed from the holds and all from the bunkers. The Cement, Floor Frames, Reverses, B'D'd Keels, & thus exposed now examined & found in good condition. Five plates in S' flat under steam which pipes renewed. The hatchway coming starboard side of Boiler Room on B'D'd renewed. Bunker plating renewed. Two fair leads on Forecastle renewed. Both yards to Fore mast renewed of Pinz. The windlass examined. The Chain Cable retested and 75 fathoms rejected. — The Captain stated that, for want of time he was unable to get new in substitution of present but

PRESENT CONDITION OF THE		Nature		Boats	
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>renewed to some</i>
Waterways	<i>"</i>	Transoms or Rivets	<i>"</i>	Rudder	<i>much good</i>
Beamings	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Windlass & Capstan	<i>"</i>
For Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>
For Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>"</i>
Keels	<i>"</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>"</i>
Strakes	<i>"</i>	Keelsons	<i>"</i>	Copper, or Y.M.	<i>"</i>
Stays	<i>"</i>	Clamps & Shelves	<i>"</i>	(State if on Felt.)	<i>"</i>
Room Skylights	<i>"</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	When put on	<i>"</i>
General Observations, Opinion as to Class, Recommendation, &c.:					
		Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>
				Hatches	<i>"</i>

I respectfully submit the above for the information of the Committee

Survey Fee (if chargeable) per Scale I., Sec. 27... £ : :
 Survey Fee (if chargeable) per Scale II., Sec. 27... £ : :
 Survey Fee (per Section 28) £ : :
 Fee on Damage, Fee (if any) (per Sec. 28) £ : :
 Certificate (if required) to be sent as per margin £ : :
 Printing Expenses (if chargeable) £ : :
 Surveyor's Fee (if any) £ : :
 Committee's Minute
 Character assigned *Deferred, but record*
Write Odessa
14/1/88
Sevastopol
NB 88 LMC 1/88
FRIDAY 13 JAN 1888
TUES 12 MARCH 1888
FRI 20 JUNE 1890
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Robert Edmund Taylor & Son, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

S. O. "Novoselskiy" : — would do so on the vessel's arrival at Odessa, where she is due at the end of the month.

A small portion of the close ceiling, under the hatchways, is defective thro' decay & wear & tear, but the Captain stated that the Owners had instructed him to defer having any repairs effected to ceiling until the vessel's arrival at Odessa where they would probably have the whole renewed and the shaft tunnel sheathed with wood under hatchway.

In addition to the above work it will be necessary to have the deep midship tank retested for watertightness in completion of C.O. No. 2.

Particulars of retest to Chain Cable being as follow
Certificate No 994. ^{Fathoms} 195 of 1 $\frac{7}{16}$ in 43.9 tons test. Breaking
than previously tested. J. E. Sedgwick. Glasgow.

J. W. McKinnis.