

REPORT of SURVEY for REPAIRS, &C.

No. *8454* Date of Writing Report *1888* Port of *Glasgow*
 No. in Survey held at *Glasgow* Date, First Survey *15th Aug^r* Last Survey *28th Aug^r 1888*
 g. Book. *198* on the *Steer. S.S. Victoria* (No. of Visits) Master *Martin*

TONNAGE:—
 NET *1047* Built at *Glasgow* By whom *A. Stephen & Son* when *1887-10*
 GROSS *1620* Owners *S.S. Victoria Co. Ltd.* Port belonging to *Glasgow*
 UNDER DEK *1282* Owner's Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Dry* Name of Dock *Andersons* Destined Voyage *Odesa*
 Length of Poop _____ ft.: of Forecastle _____ ft.: of Raised Qr. Deck _____ ft.: Moulded Depth _____ ft. _____ ins.
 (if these particulars are not yet recorded in the Register Book.)

East Survey, No. *1516* Port *Am* Classed *100A.1*
4.88.
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer _____ ft. _____ ins.
 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.) as painted on Ship } in Winter _____ ft. _____ ins.

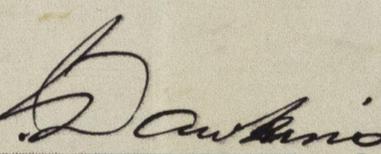
REPAIRS, OR EXAMINATION AS PER RULE, FOR *of Damage stated to have been caused by*
grounding in the River Damulee on the 2nd June last.
This vessel arrived at this port under steam with the stern
frame & Puddles broken as shown on sketch attached to Draughtsman's
These had been temporarily repaired with wood and the Puddles
post kept in position by means of three strong iron stays each side
from the buttocks

Now done the vessel placed in dry dock, the stern frame with
one flat keel plate & one garboard plate portside cut out
The part of Puddle with a plate from roof of wheel house taken
out, part new Puddle post & sole piece forged and welded
to the original part. In consideration of the great loss of
time that would have been incurred by the renewal of the fore
part of the sole piece, which is rabbeted & shaped to suit the
flat keel plates the owners agreed to have a weld effected in the
sole between the propeller post; the depth of the forging at this

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	<i>good</i>	Transoms or Rivets	<i>good</i>	Rudder	<i>good</i>	Masts, Yards, &c.	<i>good</i>
Waterways	<i>good</i>	Breasthooks and Stemson	<i>good</i>	Windlass & Capstan	<i>good</i>	Condition, how ascertained	<i>From Draught</i>
Comings	<i>good</i>	Transoms, Pointers, & Crutches	<i>good</i>	Pumps	<i>good</i>	Sails	<i>good</i>
Up'r Dk. Beams & Fastenings	<i>good</i>	Timbers of Frame at the opening	<i>good</i>	Cement (if Iron Ship)	<i>good</i>	Anchors	No. of <i>3 B. 15. 2 1/2</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Ditto ditto at other places	<i>good</i>	Caulking of Bot'm, D'k, & Watrways	<i>good</i>	Cables	<i>part seen good</i>
Planksheers	<i>good</i>	Keelsons	<i>good</i>	Copper, or Y.M. (State if on Felt.)	<i>good</i>	Hawsers & Warps	<i>good</i>
Sheerstrakes	<i>good</i>	Clamps & Shelves	<i>good</i>	When put on	<i>good</i>	Standing & Running Rigging	<i>good</i>
Topsides	<i>good</i>					Hatches	<i>good</i>
Wales	<i>good</i>						
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

General Observations, Opinion as to Class, Recommendation, &c. :
This vessel is now in good and efficient condition
and is in my opinion eligible to remain as classed

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 23)	£	:	:
Special on Damage, Fee (if any) (per Sec. 28)...	£	5	5
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Fees applied for, *1/9 1888*
 Received by me, *3/9 1888*

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

Committee's Minute *FRIDAY 7 SEPT 1888*
 Character assigned *100A.1*



Steel S. S. Victoria: - part is increased $\frac{1}{2}$ in over what it was previously and the Scaph well, made under a steam hammer, is in my opinion very satisfactory

A new rudder with four portable flutes of the regd design have been fitted. The keel foreboard & wheel house plates renewed in place. Cement-renewed aft. The bottom repainted.

All the close ceiling removed and the D. B with the masts of Tanks recoated

A gangway fitted for the convenience of the sailors getting from the Bridge House to the Forecastle

New hawsers supplied Tack

20 90 - 5

J. D. Perkins