

REPORT of SURVEY for REPAIRS, &c.

No. *8454* Date of Writing Report *188* 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 *Steel S.S. Victoria* (No. of Visits) Master *Martin*
 YEAR. MONTH.

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 DECK *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 *Odessa*.
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A.1.*
 (if these particulars are not yet recorded in the Register Book.)

Classed *100 A.1.*
 East Survey, No. *1516* Port *Am*
 (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. *4.88.*
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *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 & Puddler broken as shown on sketch attached to Draughtsman's report. These had been temporarily repaired with wood and the Puddler 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 Puddler with a plate from roof of wheel house taken out, part new Puddler 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 piece between the propeller post; the depth of the forging at this

Decks <i>good</i>	Plank (Bottom) & Counter <i>good</i>	Ceiling <i>good</i>	Boats <i>good</i>
Waterways <i>✓</i>	Transverse Rivets <i>✓</i>	Rudder <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Comings <i>✓</i>	Breasthooks and Stemson <i>✓</i>	Windlass & Capstan <i>✓</i>	Condition, how ascertained <i>From Draught</i>
Up'r Dk. Beams & Fastenings <i>✓</i>	Transoms, Pointers, & Crutches <i>✓</i>	Pumps <i>✓</i>	Sails <i>good</i>
Low'r Dk. Beams & Fastenings <i>✓</i>	Timbers of Frame at the opening <i>✓</i>	Cement (if Iron Ship) <i>✓</i>	Anchors No. of <i>3 B. 15. 24.</i>
Plank sheers <i>✓</i>	Ditto ditto at other places <i>✓</i>	Caulking of Bot'm, D'k, & Wat'rways <i>✓</i>	Cables <i>part seen good</i>
Sheerstrakes <i>✓</i>	Keelsons <i>✓</i>	Copper, or Y.M. (State if on Felt.) <i>✓</i>	Hawsers & Warps <i>✓</i>
Topsides <i>✓</i>	Clamps & Shelves <i>✓</i>	When put on <i>✓</i>	Standing & Running Rigging <i>✓</i>
Wales <i>✓</i>			Hatches <i>✓</i>
Engine Room Skylights <i>✓</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 28) ...	£	:	:
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) ...	£	:	:

Committee's Minute *FRIDAY 7 SEPT 1888*
 Character assigned *100 A.1*
 Fees applied for *1/9 1888*
 Received by me *3/9 1888*
 Surveyor to Lloyd's Register of British & Foreign Shipping.

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

A new rudder with four portable plates of the reg 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

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J. D. Perkins