

REPORT of SURVEY for REPAIRS, &c.

No. **2585** Date of Writing Report **18** Port of **Glasgow** Received in London Office. **WED 15 JAN 1890**
 No. in Reg. Book **18** Survey held at **Glasgow** Date, First Survey **30 Oct 1889** Last Survey **10th June 1890**
 on the **Steamer "Queen Victoria"** Master **Pearson**

TONNAGE: NET **1506** Built at **Glasgow** By whom **A. Stephensons** When **1889** . 1
 GROSS **2312** Owners **D. Dimpsons** Port belonging to **Glasgow**

UNDER DK. **1999** Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock **Afloat** Name of Dock **Queens** Destined Voyage **Singapore**

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

Last Survey, No. **49809** Port **Don** Society's Freeboard (if assigned) in Summer ft. ins. **6.89**
 as painted on Ship in Winter ft. ins.

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR **of Damages said to have been caused by being in collision with the S.S. "Orington" on the 29th.**

There are five plates in the starboard bow in Strakes C to K, inclusive, & one plate in the port-bow in K Strake indented between the frames, these indents varying from 5/8 to 1 1/2 in depth. There were also at landing edges in two frame spaces in the angle attaching transverse stringers to shell on P. Side altogether 43 rivets slackened; the cement in the foremost two spaces each side at main deck broken & the caulking at stem where plating was indented slightly started. The defective work & cement have been renewed & the caulking put in order but as the plates were found to be perfectly sound and as the vessel was partially loaded at the time of her arrival here the owners decided not to have the plates set fair at this time but propose with the view to the maintenance of her value commercially, having this

PRESENT CONDITION OF THE		Boats	
Decks	good	Boats	good P.T.O.
Waterways	✓	Masts, Yards, &c.	✓
Comings	✓	Condition, how ascertained	From Deck
Upper Dk. Beams & Fastenings	✓	Sails	good
Lower Dk. Beams & Fastenings	✓	Anchors No. of	38 19 24
Plank sheers	✓	Cables	Portson
Sheerstrakes	✓	Hawsers & Warps	✓
Topsides	✓	Standing & Running Rigging	✓
Wales	✓	Hatches	✓
Engine Room Skylights	✓	Scuppers	good
Coal Funnel, Openings, Lids, &c.	good	Cargo & Main Hatchways	good

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

This vessel appears to be in an efficient condition is in my opinion eligible to remain as classed without fresh record of survey

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)	£	3 3	
*Certificate (if required to be sent as per margin)	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Fees applied for, **14/11 1890**
 Received by me, **14/11 1890**
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute **Remain as classed**
 Character assigned **Remain as classed**

9585 fls.

done on her return to N. R. in about 6 months time
The Steam Steering Gear repaired & deck flat
under it recaulked

[Signature]

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