

Greenock.

24<sup>th</sup> December 1900.

William Johnstone

the Builders Messrs. Ramage

& Co. surveying the Steel Screw Steamer  
"Alberta" <sup>3,527.75</sup>/<sub>25,764.66</sub> tons for the purpose  
of ascertaining the amount of damage  
to Starboard bow, stated to have been  
sustained on the 12<sup>th</sup> Dec. through coming  
in contact with the Quay Wall in a  
heavy squall of wind, the vessel at the  
time being towed from the River  
to the James Watt Dock, and when at  
the James Watt Dock on the same day  
the heavy wind drove her against the  
wooden pier at entrance damaging  
port bow.

For further particulars see  
letter.

Upon examination of the Vessel  
in the James Watt Basin on the 12<sup>th</sup>  
Dec. and subsequent dates the  
signed found on the Starboard bow



above the water line the Stern plate on the smooth stroke below the Stern stroke, indented and the landing edge of plating and two frames on same line abreast of Number one hatchway slightly indented for about four feet and the joint secured. On the port bow one indentation for about three feet in fore peak on the landing edge of the seventh and eighth strokes below Stern stroke, one frame slightly bent in way of frame and the joint secured.

Recommended that the vessel be tipped by the Stern to enable the repairs to be carried out afloat; the badly indented Stern plate on Starboard bow be cut, new butt made, and the plate be renewed to Stern; the riveting in way of indentation abreast of Number one hatchway and on port bow be cut out the landing edges and frames be joined riveted and caulked, the frame and floor next Stern which had to be cut out to effect repairs be replaced with efficient butt stamp; the Corrosion cut of fore end be renewed, and the vessel be painted in way of repairs in order to place her in the same good and efficient condition as before the accident.

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For Submission  
Survey to Lloyd's Register  
of Shipping

Lloyd's Register  
Foundation

GRK 354-0088 (2/2)