

REPORT of SURVEY for REPAIRS.

No. in
Reg. Book.

No. 10999

Survey held at Newcastle

Date, first Survey

11th Oct^r

Last Survey

29th Oct^r 1869

on the *Chas. S. S. "Beside"*

Master

H. Fleck

Tonnage

576

built at Newcastle

When built

1864

By whom built

Richardson & Co. Owners

Johling & Co.

Port belonging to

Newcastle

Destined Voyage

Dieppe

If Surveyed Afloat or in Dry Dock

Clendons Shipway

Last Survey, No.

~~7536~~

Port

Irish

Classed

B. I.

10.69.

REPAIRS, &c.

Now done in consequence of damage by explosion.

The whole of the main deck and Waterways, excepting the foremost lengths, removed; thirteen frames on the S^d, and thirteen on the Port side scarpshd efficiently, and six upper deck beams renewed; the iron coamings and headledges, and many of the beams got in form, and re-fastened; the tops of the beams and deck stringers now exposed, all well scraped and painted; the tieplates, where torn asunder, refitted and rivetted; one deck plank raised quarter deck, and the whole of the main deck (excepting some short lengths forward) now renewed with yellow pine, and the deckhouses and other fittings replaced and repaired; the tank-plates at bilges, and the bulkhead overhauled & recaulked where found necessary; a new winch supplied, and the entire vessel, inside and outside, scraped and painted.

Beiling removed as per Rule.

Present Condition of the

Decks	<i>new & good</i>	Freemasts	<i>good where seen</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>re-fitted & do</i>	Breasthooks and Stems	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Boats	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained	<i>by inquiry & as seen</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>Sufficient</i>
Sheerstrakes	<i>do</i>	Clamps and Shells	<i>do</i>	Anchors No. of	<i>do</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	Cables	<i>do</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>do</i>
Plank (Bottom) and Counter	<i>do</i>	Copper	<i>When put on</i>	Standing & Running Rigging	<i>do</i>
Engine Room Skylights	<i>Secured</i>	Caulking of	<i>do</i>		
Coal Bunker, Openings, Lids, &c.	<i>right</i>	Bottom, Deck, & Waterways	<i>Good</i>		
Scuppers	<i>good</i>	Cargo and Main Hatchways	<i>Secured</i>		
Hatches	<i>repaired</i>				

General Observations and Opinion,

This vessel appears to be in good, and efficient condition, and eligible, in my opinion, to remain as classed, and to be marked S S No 2 - 69.

The Amount of Entry Fee.....£ 2

is received by me,

R. P. Reed

Special..... 2

Damage Survey..... 6

* Certificate (* required)..... 5

Committee's Minute *30th November 1869*

Character assigned

B. I. S. S. No 2 - 69

record damaged upon



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