

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 483 Survey held at London Date 26th July to 9th November 1869
 on the Iron Steam Vessel "Chester" Master R. Pentney
 Tonnage 568.14 built at Chester When built 1854
 By whom built _____ Owners G. J. Screw Collier Co.
 Port belonging to London Destined Voyage Gone to the Tyne
 If Surveyed Afloat or in Dry Dock Upper Globe Dry Dock and Globe Wharf.

Last Survey, No. 6223 Port Iron Classed 6 A \ (25.60)
 Rest 4 68

REPAIRS Now done in consequence of damage - For particulars of which please see Special Report.

Three garboard plates and six plates cut out of the flat of bottom and renewed; and six bottom plates heated and reset to their proper shape. a doubling piece of angle iron $4 \times 3 \times \frac{1}{2}$ rivetted to the back of one broken frame; thirteen plates of the inner or tank bottom cut out and renewed and also 47 feet of reversed frame angle iron new.

This vessel has now been lengthened twenty-three feet amidships, consequently her present length is 183 feet and her depth to top of floor plates $14'' \frac{1}{2}$, which causes her to be between 12 and 13 depths in length. - Please see the Owners application to the Committee on this subject. - The Committee's requirements have been complied with

(Please turn over)

Present Condition of the

Decks	<u>Good</u>	Trunnels	<u>good</u>	Windlass and Capstan	<u>good</u>
Waterways	<u>"</u>	Rivets	<u>"</u>	Pumps	<u>"</u>
Comings	<u>"</u>	Breasthooks and Stanchions	<u>"</u>	Boats	<u>"</u>
Upper Deck Beams & Fastenings	<u>firm</u>	Transoms, Pointers, and Crutches	<u>"</u>	Masts, Yards, &c.	<u>good</u>
Lower Deck Beams & Fastenings	<u>"</u>	Timbers of the Frame at the openings	<u>"</u>	Condition, how ascertained	<u>By inspection</u>
Planksheers	<u>good</u>	Ditto Ditto at other places	<u>"</u>	Sails	<u>"</u>
Sheerstrakes	<u>"</u>	Keelsons	<u>"</u>	Anchors No. of	<u>"</u>
Topsides	<u>"</u>	Stringers	<u>"</u>	Cables	<u>"</u>
Wales	<u>"</u>	Clamps and Shelves	<u>"</u>	Hawsers and Warps	<u>"</u>
Plank (Bottom) and Counter	<u>"</u>	Ceiling	<u>"</u>	Standing & Running Rigging	<u>good</u>
		Rudder	<u>"</u>		
		Copper	<u>good</u>		
		Cement	<u>When put on a part now</u>		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

Notwithstanding repeated intimations that the certificate of her present Tonnage and dimensions would have to be seen, before the equipment could be reported on, the vessel has gone to sea without it being produced. Under these circumstances we respectfully submit to the Committee that this vessel remain be classed (viz, A), and be marked in the Register Book (S.S.N. 3-69), but that the figure 1 be suspended until the Certificate is produced and the Chain Cables be examined.

The Amount of Fee.....£ 2 : - : is received by me,

Special..... 7 : 7 :

Certificate (if required) : 5 :

Committee's Minute 3rd December 1869

Character assigned A

Damage Fee £ 3 .. 3 .. 0

S.S.N. 3-69
record lengthened

Samuel P. Bone
Samuel P. Bone

Lloyd's Register
 Foundation

IRON 445 - 0159

7549 Iron

Her Engines and Boilers have been taken out, and the whole of the Vessel thoroughly, cleaned, scraped, examined and the special survey No. 3 fully completed. The following is an account of the work done, in consequence of the lengthening. One length of keel bar introduced $6 \times 2 \frac{1}{2}$; eighteen frames, and floor plates the size of the frames being $4 \times 3 \times \frac{1}{2}$, the floor plates $2 \frac{1}{4} \times \frac{3}{8}$, and that of the reversed frames $3 \times 3 \times \frac{1}{16}$, the space of these frames from centre to centre is only $1 \frac{1}{2}$; Intermediate line keelson plates $\frac{1}{16}$ thick; Garboard plates $\frac{1}{16}$ thick, the next three strakes $\frac{1}{16}$, from thence to three fifths the depth of hold $\frac{8}{16}$, then $\frac{7}{16}$ to lower edge of sheer, the sheerstrake being $\frac{9}{16}$, the lengths of the shell plates are, 11.6, and the butts double rivetted, the butts in the old part of the Vessel are single rivetted. - All the edges are single rivetted as before. The plating of the inner or tank bottom is $\frac{3}{8}$ thick and rivetted directly to the reversed frames, the butts and edges of it are single rivetted. The upper and lower deck stringer plates $\frac{9}{16}$ thick, being $\frac{1}{16}$ thicker than the old parts. Six new beams and six half beams to Upper Deck, and six $\frac{9}{16}$ to Lower Deck, Gunwale and Golden deck stringer angles $4 \times 3 \times \frac{1}{2}$. And as compensation for the lengthening; the sheer strake has been doubled for three fourths of the length of the Vessel, with plates $2 \frac{1}{4}$ broad and, and 80 feet of angle iron tee bars $4 \times 3 \times \frac{1}{2}$ fitted over the tops of the upper deck beams close to the hatchway coming plates, on each side of the Vessel, rivetted to the beams and these plates, (the coming plates are $2 \frac{1}{4}$ deep and $\frac{3}{8}$ thick), the string plates as before mentioned are $\frac{1}{16}$ thicker, and the upper deck one is $\frac{1}{4}$ wider, than the old parts of the ship. - and the shell plating is of the thickness required for vessels of the A grade of between 600 and 700 tons.

Two new Shifts of Waterway 12×10 of Red Pine, on each side. eight new oak stanchions 65 Shifts of Deck plank $3 \frac{1}{2}$ Yellow Pine on each side, and new Bulwark Bunting also of Yellow Pine.

In the old parts of the Vessel, the lower deck beams have been rerivettied, four bracket plates put, on each side of the ship, between the beams, to support the Lower deck stringer plate, the lower tier of plates in the Engine room bulkhead renewed, several rivets which were defective in the plating in the Boiler room removed and renewed, all loose cement throughout the Vessel beaten off and replaced, and the Vessel thoroughly painted.

New Boilers supplied and the Engines repaired.

The bottom has been coated with two coats of Tar and Black Lead and one coat of Tallow and Black Lead.

Length	183.5	feet
Extreme Breadth	26.6	"
Depth	15.2	"

J. J. Bone
Samuel Wilson



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