

REPORT of SURVEY for REPAIRS, &c.

258752654

No. 4778

No. in Survey held at *Newport*

Reg. Book.

585 on the *Iron screw steamer Tynedale*

Date, first Survey *20th Dec.*

(Received at London Office, *13th 1880*)

Last Survey *26th December 1879*

Master *Evans*

Official Number
 Tonnage under Tonnage Deck *476*
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *568*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as S'mer, cut on Bm. *325*

Built at *Sunderland* When built *1868*
 Owners *Barrow & Continental S. Ship Co.* Port belonging to *Barrow*
 Residence
 By whom built *Laing* Destined Voyage *Bilbao*
 Surveyed Afloat in Dry Dock *Alexandra drydock*
 (State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *5.79. 6.39* Character in Register Book. *B 1*

Last Survey, No. *24097* Port *Irish*

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs *be clearly stated.*
Survey on account of grounding in the Newport river on the voyage from Bilbao to Newport on the 2nd December 1879.
Vessel placed on blocks in drydock.
Several butts found, baring and also a few rivets.
Butts chared and stopped and rivets cut out and renewed.
Parstaps repaired and ceiling partly renewed on top of both tanks. Cement examined and repaired where required.
Keel & rudder found in good condition. Bottom scraped and two coats of paint applied.

Present Condition of the									
Decks	<i>Good</i>	<i>Free from rivets</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>				
Waterways	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Pumps	<i>Good</i>				
Tomings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>Good</i>				
Upper Deck Beams & Fastenings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>				
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>Good</i>				
Plating	<i>Good</i>	Keelsons	<i>Good</i>	Sails	<i>Good</i>				
Sheerstrakes	<i>Good</i>	Clamps and Shells	<i>Good</i>	Anchors No. of	<i>Good</i>				
Topsides	<i>Good</i>	Ceiling	<i>Good</i>	Cables	<i>Good</i>				
Wales	<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps	<i>Good</i>				
Plank (Bottom) and Counter	<i>Good</i>	Copper (Y.M.)	<i>Good</i>	Standing & Running Rigging	<i>Good</i>				
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>				
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>				
General Observations, Opinion as to Class, &c.									

This vessel is now in good and efficient condition and in my opinion eligible to remain or classed B 1.

The Amount of Entry Fee ... £ : :
 Damage Special ... £ 3 : 3 :
 Certificate (if required) to be sent as per margin... £ : :

received by me, *12th March 1880*

A. Keyes
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Tuesday, March, 16th 1880

Character assigned

B 1

24 of Tanks tested
24 of 4 and 10
18/3/80

