

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. *2146* No. *1128* Survey held at *Newcastle* Date, first Survey *13 July* Last Survey *15 October* 18 *70*.  
 on the *"Charles Howard"* Master *H. Withers*  
 Tonnage *1304.15* built at *Sunderland* When built *1866*  
 By whom built *Pile* Owners *Ryde & Co*  
 Port belonging to *London* Destined Voyage *Mediterranean*  
 Surveyed Afloat or in Dry Dock *Cleland's Slip*  
 st Survey, No. *6859* Port *Iron* Classed *A. 1.*  
*2. 69.*

MAIRS, &c.

now done in accordance with the Rules for how ships, Survey No 1.  
 The timber boards and ceiling equal to one plank removed all fore and aft, and the whole of the ceiling amidships removed for lengthening the vessel. The entire vessel, inside and outside, has now been thoroughly scraped and painted, and the cement, which was found to be adhering satisfactorily to the bottom, examined and made good where necessary.

This vessel has now been lengthened 44 feet amidships, and the poop and forecastle have been united. The scuttlings and anamorphs have been carried out in accordance with the section attached, and the remarks of the Principal Surveyors, excepting that the stringers are not attached to the skin plating, but are carried out in

Present Condition of the

Decks	Good where seen	Rivets	Good where seen	Windlass and Capstan	Good
Waterways	do	Treenails	do	Pumps	do
Comings	do	Breasthooks and Stemson	do	Boats	do
Upper Deck Beams & Fastenings	do	Transoms, Pointers, and Crutches	do	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Condition, how ascertained	do
Plank sheers	do	Ditto Ditto at other places	do	Sails	Sufficient
Sheerstrakes	do	Keelsons	do	Anchors No. of	3 B.H.S. x 2 R
Topsides	do	Clamps and Shelves	do	Cables	300 fms
Wales	do	Ceiling	do	Hawsers and Warps	Sufficient
Plating (Bottom) and Counter	do	Rudder	do	Standing & Running Rigging	do
Engine Room Skylights	Secal	Copper	When put on	Cargo and Main Hatchways	good
Coal Bunker, Openings, Lids, &c.	Secal	Caulking of	good where seen	Hatches	good
Scuppers	good	Bottom, Deck, & Waterways	seen		

General Observations and Opinion,

This vessel is now in good and efficient condition, and the work of lengthening has been well executed. She is now eligible, in my opinion, to be classed 90 A.I.

The Amount of Entry Fee.....£ 3 : : is received by me,

Special..... 6 : 6 : :

Certificate (if required) : : 5 : :

Committee's Minute *25<sup>th</sup> November 70*

Character assigned

*90 A. I.*

*"Victory lengthened"*  
*"arriving back"*

*Please Enclosurement Book page 265 It appears that the vessel has been strengthened at Newcastle and has been recommissioned 19/11/70. It is to the favorable consideration for the 90 A.I. class.*



in accordance with the original construction, the short  
 angle iron having been shown by mistake on the section.  
 The continuous angle iron riveted to reverse have been  
 wrought as recommended, and the stake of side  
 plating under spar deck stringer plate has  
 been increased from  $\frac{6}{16}$  to  $\frac{7}{16}$  as now marked.

Customs measurements and account of tonnage.

Length 249.0 + Breadth 30.1 + Depth 16.9 and 23.4

Tonnage under tonnage deck 876.41

do of Spar deck 385.92

do House 41.82

do Truss 1204.15

do Engine room 240.43

do Allowance for crew space 42.62

to Register 1021.10

Now now supplied for altered tonnage.

300 fms of  $1\frac{1}{16}$  stud link chain cable tested to  $4\frac{1}{2}$  tons at the  
 Sunderland T. H. signed J. Hartness, Sept.

Power anchor, ex stk. 23.3.26 tested to 23.17.20 } Sunderland "P. H."  
 do do do 23.3.24 " " 23.17.20 } J. Hartness Sept.

Stream anchor with stk 10.1.21.

R. Reed.

24  
 24  
 21 2  
 69 2