

REPORT of SURVEY for REPAIRS, &c.

12750

No. 12750

No. in Survey held at *Sunderland*

Date, first Survey *October 26*

Received at London Office, *15/12/81*
Last Survey *November 20* 188*1*

on the *Iron Steamer "Charles Howard"*

Master *W. Chater*

Official Number *1304*
TONNAGE under Tonnage Deck
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
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as S^r mer, cut on Lin.

Built at *Sunderland*

When built *1866*

Owners *Mrs. Briggs and Sons*

Port belonging to *Sunderland*

Residence *Office, Fawcett Street, Sunderland*

By whom built *W. Pitt*

Destined Voyage

& Surveyed Afloat in Dry Dock *J. Mun. S. P. Austin and Son*

Length of Poop *84 1/2* ft.

Ditto, Forecastle *✓* ft.

Years assigned.

Character in Register Book.

Last Survey, No. *4490*

Port *2th*

Classed

90 A. 1

REPAIRS, OR EXAMINATION AS PER RULE *for Survey 2 and No. 2 Survey.*

S.S. No. *3. 77*

7. 81

On account of damage by collision with the *S. S. Nettlesworth*, and being afterwards submerged, hoisted, and temporary repairs made to bring her to this Port. Now done on account of damage by Bottom under Foremast. 2 shell plates removed, furnished and refitted and 1 plate renewed, and 2 broken frames repaired. 1 reverse frame repaired. Midship damage starboard side, 12 shell plates renewed, 2 do furnished and refitted, 2 frames + one reverse frame repaired, 2 lengths of moulding taken off and again refitted, 1 main deck stringer plate and 1 stringer angle iron, new 2 spar deck stringer plate, and 1 stringer angle iron, removed, furnished and refitted, 1 lower deck stringer plate and 1 bar straightened and repaired. 1 beam brace on spar deck and 2 on the lower deck repaired. 32 feet of new tie plate on each side.

Present Condition of the

Decks *Main good, Spar do new*
Waterways *ford part new*
Comings *ford*
Upper Deck Beams & Fastenings *do*
Lower Deck Beams & Fastenings *do*
Planksheers *none*
Sheerstrakes *none*
Topsides *plank in good order*
Wales *plank in good order*
Plank (Bottom) and Counter

Treenails *Revised*
Breasthooks and Stemson *ford*
Transoms, Pointers, and Crutches *do*
Timbers of the Frame at the openings *do*
Ditto Ditto at other places *do*
Keelsons *do*
Clamps and Shelves *do*
Ceiling *do*
Rudder *do*
Copper (or Y.M.) *✓* When put on *✓*
Caulking of
Bottom, Deck, & Waterways *ford*

Windlass and Capstan *ford*
Pumps *do*
Boats *do*
Masts, Yards, &c. *do*
Condition, how ascertained *observation*
Sails *complete*
Anchors No. of *3 1/2 1 1/2 2 1/4*
Cables *complete & ford*
Hawsers and Warps *ford*
Standing & Running Rigging *do*

Engine Room Skylights *ford* Coal Bunker, Openings, Lids, &c. *ford* Scuppers *ford* Cargo and Main Hatchways *ford* Hatches *ford*

General Observations, Opinion as to Class, &c. *Being now in a good and efficient state of repair and the requirements of the Rules for S. S. No. 1 Survey having been complied with I am of opinion that vessel is eligible to remain as classed and marked in the Register S. S. No. 1. 81*

The Amount of Entry Fee ... £ 3 : : : received by me, *W. Pitt*

Special ... £ 10 : 10 : 0 1/2 Decr 1881
Certificate (if required) to be sent as per margin... £ : 5 : 0

W. Pitt
Surveyor to Lloyd's Register of British and Foreign Shipping.

(Travelling Expenses, if any, & *none charged*)
Committee's Minute *Friday December, 16th. 1881.*

Character assigned *90 A. 1*
Shops No. 4481
S. S. No. 1 - 81
W. Pitt

fitted alongside of original tie plate, 1 main deck diagonal tie plate straightened and 1 spar deck do straightened. A new length of waterway of pitch pine also fitted and fastened as before. On the Port side. 1 new spar deck stringer bar, 1 stringer plate straightened, and 1 main deck tie plate straightened. 4 plate knees fitted to Bridge Stanchions. 1 length of waterway also fitted on this side of pitch pine. The bottom scraped and recoated. The sudden plating and stops rewritten.

On 4th of November our survey. 1st deck docketed and examined scraped and cleaned inside. Timbers and siding in hold open to 1 stroke on each side all fore and aft removed and the cementing examined and found good. The whole of siding on the double bottom removed, the tanks tested to the required head of water, and found tight and efficient. Chain cables surveyed and found good and complete, overhauled and turned end for end. Inside of rudder recoated with red lead. The spar deck was found to be thin and much worn, and it has now been renewed all fore and aft with $3\frac{1}{2}$ in white pine fastened with galvanised iron bolts and nuts and properly caulked. A new hatch on the spar deck fitted with iron bunnings, and a tie plate fitted on each side extending two beam spaces at each side of hatch. 16 spar deck tie plate bolts refitted and the tie plates made fair. Main deck house shortened 8 ft. and the gallery shifted to aft side of the funnel. Siding repaired where required. Windlass patent examined and cleaned.

W. J. M. M. M.