

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 8 APRIL 1886

No. 6012

No. in Reg. Book. Survey held at West Hartlepool

Date, First Survey 25 Sep 85. Last Survey 12 Mar 1886

554 on the Iron Screw Steamer "Charles Howard" Master - Davies

By whom W. Pile

When 1886 11th

TONNAGE: - Built at Sunderland

NET 844

GROSS 1304

UNDER DECK 876

Surveyed Afloat or in Dry Dock

Name of Dock H. Gray 10

Destined Voyage Cowes & Veer

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.

Last Survey, No. 145011 Port Lou

Classed S.S. Cl. 103-77 S.S. Hld. 101-81

90A1 3.84

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE for damage & S.S. 102

This vessel is stated to have grounded in the Thames, and to have been on fire at Antwerp.

On account of the grounding - Placed upon blocks in Dry Dock, and the bottom cleaned & repainted.

On account of the fire, in the Fore Hold & Tween deck bunker space. Now done - Three spar deck beams cut out & straightened, four spar deck tie plates renewed, new hatch fitted to forehold, to spar and main decks with plates 7/16 thick, & with web plate & fore & aft carlings & 2 1/2" wood hatches as per Rule, an iron trunk hatch fitted in Tween decks leading to cross bunker, of 9/16 plates, upwards of sixty deck planks on Spar Deck, and about 50 main deck planks renewed with yellow pine. Three Tween deck pillars straightened, two lower deck, fore & aft tie plates, strengthened for a length of 18 feet, each side with angles 5 x 3 1/2 x 9/16.

In the forehold, the whole of the ceiling taken from tank top, & Plating

Decks	Good	Plating	Flank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good & Sufficient
Waterways	"	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	"	Breasthooks & Stemson	"	Windlass & Capstan	"	Condition, how ascertained	From aloft 3
Up'r Dk. Beams & Fastenings	"	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	"
Low'r Dk. Beams & Fastenings	"	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of 3 B 15 2 K
Plank sheers	"	"	Butts ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	Found Complete & Good
Rheestrakes	"	"	Keelsons	"	Copper, or V.M. (State if on Deck)	"	Hawsers & Warps	Good & Sufficient
Topplates	"	"	Clamps & Shells	"	When put on	"	Standing & Running Rigging	"
Wales	"	"		"		"		
Engine Room Skylights	Good		Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good
							Hatches	Good

General Observations, Opinion as to Class, &c.: This vessel is now in a good and efficient condition, and the requirements of Special Survey 102 having been fully complied with, we beg respectfully to submit, that she may remain as classed viz 90A1, and be marked in the Register Book S.S. Hpl. 102 - 1886

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	4	4
Special Damage Fee (if any) (per Sec. 28)	£	4	4
*Certificate (if required) for use as per margin	£	:	5
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	10 6 1

received by me, 7-11-1886

The Phillips & Davidson

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRIDAY 9 APRIL 1886

90A1

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.



elsewhere, the timbers & six strakes of ceiling taken out, & the tank tops, floors &c cleaned & recoated, the ballast tank tested by waterpressure to the height of light watermark & found satisfactory, a considerable portion of the ceiling renewed with Red Pine, and the sides of this hold cleaned & painted.

In connection with the renewal of the Boiler & Engine bed plate:— On the Port side, four main deck beams, three spar deck beams, two tie plates on Spar & Main Decks cut out & refitted, and the Engine & Boiler room casings on Spar & in tween decks, replaced & made good, after fixing of Boiler & Engines & Substantial enclosure in the tween decks formed of plates  $\frac{1}{2}$ " in bottom, and  $\frac{1}{4}$ " in sides & otherwise well stiffened with strong angles & properly pillared, fitted for donkey boiler.

In the Engine & Boiler space, the floors cement &c found in good condition, and all iron work cleaned & painted, and the following repairs effected viz:— Under boiler, a bulb plate 20ft  $\times$  9  $\times$   $\frac{7}{16}$  fitted on centre keelson, six reversed frames partly renewed, and one additional boiler bearer 18ft  $\times$  25  $\times$   $\frac{7}{16}$ , riveted to floor, with angle irons on top edge 4  $\times$  4  $\times$   $\frac{7}{16}$ ; and on the Starboard side, on account of wear & tear, one plate in B & C strakes respectively renewed.

At the sides of the boiler space, on each side, four lower deck stringer plates & 3 Knee plates to d<sup>o</sup>, cut off, and from lower deck to Main Deck, on each side, 9 frames & 11 reversed frames cut off, and the following repairs effected viz:— Three stringer plates, (attached to shell plating), forty feet of stringer bar, 9 frames & 11 reversed frames as above named, (attached to lower deck stringer plate with 10 Knee plates above & below), renewed on each side of the vessel, & the bunker bulkheads repaired & three additional vertical stiffening angles to d<sup>o</sup> fitted.

In the after hold, in way of the after hatch to lower deck stringer, angle iron 5  $\times$  3  $\frac{1}{2}$   $\times$   $\frac{7}{16}$  & 20ft long, on inner edge of stringer and four bracket knees fitted, on each side. Two tunnel rings, two tunnel plates riveted, and three lower deck pillars refitted.

For S.S. No 2 to Complete: The whole of the ceiling removed from after ballast tank, and tank covers taken off to fore & after tanks, & inside of tanks examined & found in good order, the bunkers cleared & all ceiling removed, and the peaches opened out. The chain cables ranged, and chain locker ceiling removed.

The after hold, peaches & bunkers, thoroughly cleared from oxidation & recoated, the after ballast tank top cleaned & cement washed, & this tank tested & found satisfactory, and nearly the whole of the ceiling to after hold & bunkers renewed with Red Pine. The Hull is

W. Davis