



Port of Hull.

December 29th 1886.

(MS)

I. James McNeil



The Owners Survey the Screw
Steamer "Annie" of Goole, 443 tons
Redford Master, while on blocks in dry
dock and afloat at the port of Goole
for the purpose of ascertaining the
amount of damage said to have
been sustained through grounding
in the River Ouse.

For further particulars
see Log Book and protest.

Upon examination, while
on blocks in dry dock, found the bottom
and deck set up in way of main hatch
(ay, about 5. six inches) and the vessel badly
strained and damaged; twenty-seven
(27) floor plates set up and broken and
twenty-nine (29) frames and reverse
set broken and damaged; the centre
of the ship's body broken and
the plating

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and damaged shell plates on each bottom; the coming plates to main hatch-way displaced and the starboard coming plate broken; **the deck tie plates** in way of hatch buckled and damaged; the hold pillars in way of damage bent and broken; two(2) hold beams broken and damaged and six main deck beams broken.

Recommended that the broken floor plates be renewed; the bottom set fair; the broken frames and reverse frames to be strapped where broken and that doubling reverse bars be fitted from bilge to bilge; the centre line, side and bilge keelsons to be set fair and refitted or renewed; the six(6) broken bottom plates to be renewed and two(2) indented plates to be set fair and refitted; the decks from fore part of bridge to foremast to be lifted where necessary to make good the damaged beams, ties &c, an additional tie plate $2\frac{1}{4} \times 6\frac{1}{8}$ to be fitted on each side of present tie, for about thirty-four(34)^(m) feet on each and efficiently



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to the fore and aft and diagonal tie
plates; the hold and main deck beams
to be repaired or renewed; the hold
stanchions to be repaired or
renewed; the starboard coming
plate to main hatch to be renewed
and the others refitted; the wood
decks lifted to eradicate repairs, to
be renewed and recaulked fore
and aft; three (3) bulk web frames
 $\frac{1}{2} \times \frac{1}{16}$ to be fitted on each side in way
of main hatch extending from bilge
to main deck ~~springer~~^{for alteration} plate, as
compensation of form and straining
the vessel had sustained, and the hold
springer plates in all of same to
be refitted; all ceiling in holds and
 tween-decks removed for examination
of vessel, and necessary repairs to be
refitted or renewed; the cementing of
bottom to be renewed where disturbed; all
deck and hold fittings disturbed in consequence
of the repairs to be refitted or renewed; the bottom
and new work to be repainted so as to put
the vessel into the same good and efficient
condition as previous to the casualty -
Fees £9:2:0.

W. H. Neil
Surveyor to Lloyd's Register of Shipping
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