

# REPORT of SURVEY for REPAIRS, &c.

48680

Received in London Office, JULY 31 JULY 1888

No. *712* on the *Steel Sew. Str. "Annie"*  
 Date of Writing Report *London* 188 *Port of*  
 No. in Reg. Book *712* Survey held at *London* Date, First Survey *28th July 1888* Last Survey *28th July 1888*  
 TONNAGE *274* Built at *Hull* By whom *Humber Iron Works* Master *When 1864* YEAR *6th* MONTH  
 NET *274* Owners *J. Young* Port belonging to *24 Leadenhall Street*  
 GROSS *443* Owner's Address *(if not already recorded in Appendix to Register Book.)*  
 UNDER DECK *405* If Surveyed Afloat or in Dry Dock *in Dry Dock* Name of Dock *Harrofferry* Destined Voyage  
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *12. 46.*  
 (if these particulars are not yet recorded in the Register Book.)  
 Last Survey, No. *6104* Port *Hull* L.S. Hul. N<sup>o</sup> 3-2, 25. *12. 46.*  
 (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 *Condition*

The special survey N<sup>o</sup> 1 is due on the vessel this year - wrote to the Master informing him of the same. The vessel has been placed in dry dock, and letters written to the Owner in regard to the following viz: found the plating indented in several places at the bows more particularly on the starboard bow and in one or two places in the flat of the bottom. On the starboard side one plate in the fourth strake out from keel plate cracked or has a flaw in it about 16 feet from the stem. The starboard bilge much indented amidships and should be examined on the inside. Some rivets in the doubling on starboard bilge near amidships are loose and one of the doubling plates is very thin at the butt. The sides of the vessel are bent in places in way of rubbing piece & should be examined inside. The outside plating requires scraping (below bilge). On examination inside found the plating oxidized in the holds. One of the beams of lower deck or hold, in the fore part of the main hold has at some time been cut away. One plank of the ceiling at after end of main hatch is damaged. Two stanchions in main hold bent.

PRESENT CONDITION OF THE	Plating	Ceiling	Boats
Decks <i>see remarks</i>	Plank (Bottom) & Counter <i>see remarks</i>	<i>see remarks</i>	<i>see remarks</i>
Waterways <i>good</i>	Treenails or Rivets <i>D<sup>o</sup></i>	Rudder <i>good</i>	Masts, Yards, &c. <i>good</i>
Comings <i>D<sup>o</sup></i>	Breasthooks and Stemson <i>not exam<sup>d</sup></i>	Windlass & Capstan <i>see remarks</i>	Condition, how ascertained <i>from deck</i>
Up'r Dk. Beams & Fastenings <i>good</i>	Transoms, Soleplates, & Crutches <i>D<sup>o</sup></i>	Pumps <i>not exam<sup>d</sup></i>	Sails <i>not exam<sup>d</sup></i>
Low'r Dk. Beams & Fastenings <i>see remarks</i>	Timbers of Frame at the opening <i>see remarks</i>	Cement (if Iron Ship) <i>D<sup>o</sup></i>	Anchors No. of <i>(not exam<sup>d</sup>) 33. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 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1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. </i>



One of the pillars at main hatch is not in place. There is only one pillar in hold under the donkey boiler and this pillar gives support only to the fore part of the donkey boiler. Some planks of the main deck have wide seams below & the oakum is forced through in places. The deck too has been leaky in a few places. One wood fore & after at the main hatch is broken - and on the port side of this hatch the upper flange of the angle iron ledge to support the hatches is partly broken away the whole of its length. In the after hold, on the starboard side found one frame broken & bent and one other frame bent. The front bulkhead of the raised quarter deck in hold is worn & the edges in some places are being forced apart by oxidation. The tunnel is generally in an unsatisfactory condition, on the port side about 6 ft. abaft engine room it is worn through & in other places it is patched and in places much indented. One plate of the lower deck stringer on the port side in this hold is very thin at a butt. Examined the upper part of the fore peak & found there three frames broken on the starboard side and four on the port side at the lower part of the beam knees. A reverse frame on each side is worn thin - and the plating & frames oxidized. On the inside right aft in the cabin found the plating much oxidized and the vessel has apparently been leaky there. A few planks of the main deck under the bridge are worn on the starboard side. The windlass is loose - and on the starboard side the wheel is much worn having lost the grip it should have on the cable. The vessel is deficient in hawsers. The port gangway abreast main hatch requires to be secured. The boats are in an unsatisfactory condition - one requires to be renewed & the others to be repaired. Some of the glasses of engine room skylight are broken & require to be renewed. Part of the wheel chain aft is worn and this part should be renewed. The oakum is forced through fore & aft deck in several places. Recommended that the cargo battens in the holds be removed and that the vessel be chipped free from oxidation and that after the oxidation has been removed, the frames & plating be examined on the inside to ascertain if there are any fractures in way of the indents and that the other parts above mentioned be made good in order to the vessel being recommended to retain a character in the Register Book. The special survey N<sup>o</sup> 1 should also be complied with. Ceiling should be taken up in the flat of bottom in one or two places to examine in way of indents - in addition to the ceiling required for the special survey N<sup>o</sup> 1. One rivet right aft in the counter on starboard side also one on port side apparently leaky.

J. H. Truscott.

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN