

West Hartlepool
7th January 1896.

Charles Fowling

W. Green & Son, Withy & Co. Ltd.,
Shipbuilders at this port, survey the new
Steel Screw Steamer, "Granter" (Yard
Number 220) on 6th December 1895 while
vessel was lying afloat in Hartlepool
Harbour, for the purpose of ascertaining
the amount of damage stated to have
been sustained, by the vessel breaking
adrift from the buoy, just after launching
on the previous day, colliding with the
P. I. "Conqueror", and striking the quay
wall.

Upon examination found the Shell
plating holed on port side at after
end of after hold; indented at other
places on each side, and theudder
post of stem frame apparently rubbed
very hard on port side, the marks
extending below the water, & stated to have
been caused by striking the quay

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Recommended the vessel be placed
in dry dock for further examination.

Examined vessel in the Central
Dry Dock at this port on 7th December
and found that although the Sternframe
had evidently struck heavily on port
side at bottom, it was sound and in
a straight line. Upon examination
of the bottom, found that the vessel had
been riding over the buoy in the
harbour, damaging the coating of bottom,
and bending the bulk plate of bilge keel
in one place on port side amidships,
and at four different places on Starboard
side. Also found one plate indented on
Starboard bow, and two slight indents on
port side forward. One plate holed
on port quarter in T Strake, and the
plate above in way of same indented, &
Strake also slightly indented in same
vicinity.

Recommended the broken shell plate
on port quarter be renewed - fourteen feet
six inches long by four feet broad by
nine-twentieths thick; the plate above
same be faired in place; the indent in
& Strake on port quarter, the two indents
on port bow, and the one on Starboard

bow be all faired. Seventeen feet of
nine-inch bulk plate to bilge keel be
renewed at fore end on Starboard side
with bulk omitted round at end, the
bulk plate also to be faired in three other
places on this side where damaged.

On port side nineteen feet of nine-inch
bulk plate to bilge keel be renewed
amidships. The coating of bottom and
sides where damaged to be made good;
the cement in tanks in way of damage,
and in tank side puffers in way of bilge
keels to be examined, and made good
if necessary.

The whole of the work to be done in
such a manner as to place the vessel
in the same good and efficient condition
she was in, previous to the damage in
question being sustained.

Chas. F. Whiting.

Fee £ 2.2.0

Dis 10% 4.0

£ 1.18.0



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