

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 30-3-96 When handed in at Local Office 30-3-96 Port of LondonNo. in Survey held at London Date, First Survey 20-2-96 Last Survey 27-3-1896  
Reg. Book. 633 on the Wood, Iron or Steel S.S. Ann Webster Master Withy AlexanderTONNAGE: Built at Hartlepool By whom Withy Alexander When 1870-11  
GROSS 788 Owners Little and Johnston Port belonging to London  
UNDER DK. 655 Owners' Address  
NET 489 (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Canal Dk Destined Voyage Ternmezen  
WB = Colld B & DBa 59 fms tons; uE & B 46 fms tons; }  
146 Tons. FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>90A.1.</u>	<u>4/95</u>	<u>m8 9/91</u>
		<u>188. 11/94</u>

Last Survey, No. 56427 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes, and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &amp;c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

S.S. Ann Webster No. 3 9/91  
Society's Freeboard (if assigned) as painted on Ship and now verified } 1 ft. 9 ins.REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 1 & Damage RepairsIt was reported that on Sunday 19<sup>th</sup> January 1896, whilst proceeding from London to Ternmezen, the vessel struck the ground heavily in Halfway Reach of the river Thames about 1 pm.On Saturday 16<sup>th</sup> November 1895 several incidents on the port side were discovered, stated to have been caused by the steamer leaning against the wharf & some plates damaged by collision with a bargeDamage Repairs:—  
This steamer was placed in Canal Dry Dock the bottom examined cleaned and recoated. The tanks opened out & bilges cleared and the cement and framing examined all fore and aft. cond

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	<u>12</u>	<u>4</u>						
Faired or Repaired ...		<u>4</u>						
PRESENT CONDITION OF THE	<u>Good</u>							
Decks	<u>Good</u>							
Waterways	<u>Good</u>							
Coamings	<u>Good</u>							
Up'r Dk. Beams & Fastenings	<u>Good</u>							
Low'r Dk. Beams & Fastenings	<u>Good</u>							
Plating	<u>Good</u>							
Blanking	<u>Good</u>							
Rivets on Transoms	<u>Good</u>							
Breasthooks & Stems	<u>Good</u>							
Transoms, Beams, & Stems	<u>Good</u>							
Rudder	<u>Good</u>							
Windlass & Capstan	<u>Good</u>							
Pumps	<u>Good</u>							
Sluice Valves	<u>Good</u>							
Watertight Doors	<u>Good</u>							
Dblg. Plates under Sounding Pipes	<u>Good</u>							
Engine Room Skylights	<u>Good</u>							
Coal Bunker, Open'gs, Lids, &c.	<u>Good</u>							
Scuppers	<u>Good</u>							
Cargo & Main H'tch'w'ys	<u>Good</u>							
Hatches	<u>Good</u>							
Boats	<u>Good</u>							
Masts, Yards, &c.	<u>Good</u>							
Condition, how ascertained	<u>from aloft</u>							
(State if wedges removed)	<u>yes</u>							
Sails	<u>Good</u>							
Equipment letter	<u>h. 8004</u>							
Anchors, No. of	<u>3B-18-2K</u>							
Cables (State if now ranged)	<u>yes</u>							
" length	<u>210</u> size <u>1 1/2</u>							
" Rule length	<u>210</u> size <u>1 1/2</u>							
Hawsers & Warps	<u>good</u>							
Standing & Running Riggings	<u>Good</u>							

General Observations, Opinion as to Class, Recommendation, &amp;c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &amp;c."

This steamer now appears to be in a sound &amp; efficient condition, eligible in my opinion to remain as classed, with a fresh record of Survey &amp; the notation S.S. Lou No. 1-96 recorded in the Register Book

Office Fee (if chargeable) per Scale II., Sec. 27 ... £  
Survey Fee (per Section 28) ... £ 3-10-0  
Special Damage or Repair Fee (if any) (per Sec. 28.) ... £ 3-3-0  
Travelling Expenses (if chargeable) ... less 10% £ 6-13-0  
Second Surveyor's Fee (if any) ... £

Fees applied for, 30/3/1896

Received by me, Clarence W. Pierney

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

Committee's Minute

Character assigned

TUES, MAR 31 1896

90A1

ss. No. 1-96

Lloyd's Register  
Foundation  
LON708-D268-3



F. S. Ann Webster

on the port side amidships 12 plates were renewed viz:- nos in I or first strake below sheer, No 9 in H. Nos 6-7-8-9-10 <sup>nos</sup> 7-8-9-10. 9 butt straps renewed, and 4 frames faired in place. cargo battens and coals replaced Cement repaired where disturbed

Repairs due to wear & Tear:-

Four patches fitted on port side of after tank.

a number of defective rivets renewed in Tank Top and girder angles inside tank. 6 new angle lugs fitted

The stoke hold bulkhead repaired on each side in way of <sup>side</sup> coal bunker with a new plate at lower part

The side coal bunkers <sup>Bulkheads</sup> repaired with new plates, stiffeners &c.

The reverse bars and centre keelson angles under Boiler & Stoke hold partially renewed or repaired.

The lower deck stringer plate doubled on on the port side in way of stoke hold bulk?

The tank top plates under main hatchway removed to facilitate repairs to girders & angles inside tank. 14 plates renewed.

3 patches fitted on sides of tank. 2 on 8<sup>th</sup>, 1 on port

The angle bar, connecting donkey boiler recess to tank top renewed. 4 reverse bars repaired on each with new angle bar worked on opposite side 6-6' long  $3 \times 3 \times 7/16$ , new angles fitted to bottom edge of lower girders each 46 feet

The lower deck in after hold pillared on each side of after hatchway. & several pillars repaired & replaced. The main deck hatchway pillared on each side also lower deck.

The Boiler room casing on the port side repaired also back of chart room.

Several loose rivets in Rudder renewed and the pintles rebushed.

The stoke hold gratings renewed. & the ventilators replaced

The fore and mainmast renewed with Oregon pine. the rigging, mast coats & wedges renewed. also sundry other minor repairs effected



S.S. 'Ann Webster'Re Special Survey No. 1.

This steamer was placed in dry dock the bottom, rudder &c examined

The Ballast tanks opened out. water and dirt removed, the Stoke fired Engine Room bilges cleared & the cement floors and framing examined all fore and aft.

The coal Bunkers cleared, oxidation removed, surfaces recoated; a strake of ceiling lifted to examine floors & cement as required by Rule

The holds and peaks cleared <sup>examined</sup> and surfaces of iron work cleaned & recoated

The water Ballast tanks filled with water to light water line.

The masts, spars, <sup>rigging</sup> and general equipment overhauled. wedges removed.

The pumps, sluices and W.T. doors examined.

The chain cables ranged out for inspection

The decks cleared and examined

Edward Birney.