

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12th Oct 97 When handed in at Local Office 12th Oct 97 1897
 No. in eg. Book 332 Survey held at West Hartlepool Date, First Survey 1st July Last Survey 11th Oct 1897
 on the Wood, Iron or Steel S.S. "Winston" (No. of Visits 30)
 TONNAGE:—
 GROSS 1190 Built at West Hartlepool By whom W Gray & Co Master W. Gray
 UNDER DEK 911 Owners R. Johnson & Co. When 1876-9
 NET 743 Owners' Address W. Hartlepool Port belonging to W. Hartlepool

Surveyed Afloat or in Dry Dock? WB=CellDBorDBa Name of Dock Central dock Destined Voyage ✓
 tons; uE&B tons; f
 FPT tons; APT tons; MT tons.
 Y.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inlets 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of Y.B., if any).
<u>+</u> (Sunk 4.97)	<u>1.97</u>	
<u>S.S. Nam. - 2nd No. 3 - 5.95</u>		

Last Survey, No. 341109 Port Duoc
 Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs 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, &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.

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 8 1/2 ins. *no photo recorded*

REPAIRS, OR EXAMINATION AS PER RULE, FOR Relassing (Damage repairs & S.S. No. 3)

Vessel stated to have sunk after collision in the River Thames in April last & class expunged from Register Book, now lifted and repaired with a view to being reclassified +100A as before. Boiler taken out & vessel placed in dry dock, stem found broken, bow plating crushed & ship cut into on starboard side abreast main hatch, damaging deck plating, & cutting outside plating down to below bilge.

Repairs now done. Forward - Scarp cut in stem from 7 to 9 ft. water marks & upper part renewed. 5 bow plates renewed on port side, 1 part renewed, 1 off & faired. 4 bow plates renewed on starboard side, 1 part renewed, 1 off & faired & 1 faired in place. Two frames & 1 reversed frame renewed on port side, and 4 frames part renewed on starboard side.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	37	16	14	✓	6	6	7	Stem repaired.
Faired or Repaired ...	8 off	5 out	2 out	✓	4 out	1 out	4 out	New main mast

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Docks <u>good</u>	<u>good</u>	<u>good</u>	<u>good</u>
Waterways			
Coamings			
Up'r Dk. Beams & Fastenings			
Low'r Dk. Beams & Fastenings			
Plating			
Blanking			
Rivets or Trunnels			
Breasthooks & Stomies			
Transoms, Posters, & Crutches			

General Observations, Opinion as to Class, Recommendation, &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, &c."

This vessel is now in good & efficient condition, and eligible in our opinion to be reclassified as before, namely +100A.1. with record of Survey 10.97, and notation of S.S. Spl. No 3-10.97

Office Fee (if chargeable) for Scale II, Sec. 27	£	
Survey Fee (per Section 25)	£	7 0 0
Special Damage or Repair Fee (per Sec. 25)	£	14 0 0
Travelling Expenses (if chargeable)	£	6 6 0
Second Surveyor's Fee (if any)	£	2 0 0
Total	£	19 6 0

Fees applied for, 15.10.18 97
 Received by Chas. Fowling
C.R. Burney
 Surveyors to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 19 OCT 1897
 Character assigned 100A1
£ me 10.97
+ WB 10.97
W.B. 10.97
2nd No. 3-10.97
Note found.
 HPL 380-0186(1/4)

General Form 21st Oct. 1897

To be reclassified as recommended
subject to the vessel being
engaged exclusively in
carrying coals and
deals G.P.D.



Stat. I. I. "Winston"

On Starb. side main hold - 14 plates renewed, 5 off & fairied, 5 bulwark plates renewed; main rail part renewed & several bulwark stanchions renewed of butt plate. 10 frames renewed from tank side to gunwale, 5 out & fairied; 13 reversed frames renewed, 2 out & fairied; 2 upper deck stringer plates renewed, 1 out & fairied, & about 24 ft. stringer angle renewed; 4 upper deck plates renewed, 1 part renewed, 3 out & fairied; Latch angles part renewed. One butt latch beam, & 3 angle through beams part renewed, and one angle through beam fairied in place; 2 half beams renewed, 4 out & fairied; 4 hold stringer plates renewed; stringer angles, double face angles and face plate renewed for about 40 ft.; 1 hold beam gusset plate renewed, 2 out & fairied; double angle side stringer renewed for about 20 ft.; 2 tank side plates renewed, one part renewed, 10 ft. of tank side angle renewed; 1 tank top plate part renewed; 4 tank side brackets renewed, 5 out & fairied.

On port side of main hatch - Two upper deck plates renewed, 1 out & fairied, 1 stringer buttstrap renewed, and hatch angles part renewed.

On port side of vessel - One plate B stake for hold fairied in place; 3 plates in K stake fairied in place; 1 plate in L stake fairied in place; bulwarks fairied abreast fore rigging. One quarter deck sheerstake plate (M stake) off & fairied, 3 fairied in place; quarter-deck stringer plate scarping into bridge, fairied in place, and brackets under same renewed. One quarter deck bulwark plate renewed, and 1 fairied in place, rail repaired.

On Starb. side of vessel - One plate in K stake fairied at fore end of bridge; 2 quarter deck sheerstake plates renewed & 4 quarter deck bulwark plates renewed, bulwark stanchions, and rails repaired.

All corrosion removed from outside of vessel; bottom & topsides, cleaned, examined, & recoated. Rudder lifted, pintles examined, and some rudder rivets renewed.

Holds, peaks and bunkers cleared, all ceiling lifted in holds and bunkers, cargo battens removed, ceiling taken off tunnel, wood lining from stoke hold bulkhead, and all close lining removed in cabins.

The inner surface of plating, frames, reversed frames,

Port of

WEST HARTLEPOOL

Continuation of Report No. 10374 dated 11th Oct. 1897 on the

Iron Steamer S. S. "Winston"

beams, bulkheads, &c., sealed, examined & repainted throughout ship, it was not found necessary to drill the plating at any part (the plating of this vessel was drilled at the last special survey, see West Hartlepool Report No. 9086. March. 1895).

In Fore hold (forward of double bottom) floors and keelsons sealed & cement washed. In Main hold, two reversed frames on port side, and 3 on Starb^d side repaired. In after hold, eleven reversed frames on port side, and one on Starb^d side repaired. In lower bunkers, one frame & 6 reversed frames repaired on port side, and bunker casing repaired. In upper bunkers - 3 main deck plates renewed on Starb^d side, and 2 on port side, 6 frames on each side fitted with renewed frames.

All double bottom tanks drained, & examined internally, cement renewed in places, floors & girders in boiler room tank sealed & cement washed. Main hold tank side plates found cracked along knuckle on port side, doubling plates fitted for about 20 ft. in way of No. 2 hatchway. All tanks tested by water pressure as required & found good. Tank tops cleaned, tarred & cemented & ceiling relaid throughout ship. Tunnel cleaned & ceiling to same replaced. Wood lining replaced in cabins, and on Store hold bulkhead.

The Cargo battens have not been replaced in holds, as the owners state the vessel will be engaged exclusively in the Baltic trade (Coal & Deals) see letter attached hereto.

Wood bridge deck part renewed of 3½" Oregon pine; new boiler fitted in place & casings closed in over same; wood flaps to engine room skylight repaired and part renewed; wood quarter deck part renewed of 3½" Oregon pine; wood hatches renewed. New stump main mast (pitch pine) fitted, & foremast shortened to same length, wedges removed & mast examined in way of same. Lanyards renewed to fore & main rigging.

Chain cables ranged, one length renewed: - 15 fms. of 1¾" stud link cable (second hand) No. 6485. Wt. 17.0.18. Dist 81.8.0.0, and 43.18.0.0. Supplied by Griffiths & Williams, Dated at Chester, by A. J. JACK, 17th June 1897. Present rule Wt. 18.2.18.

Boats repaired, 2 new stud hawsers supplied, 90 fms. 3½" stud, 90 fms. 3" stud, tested to 22 & 18 tons

SAT. 16 Oct 1897

Iron S.S. "Winston"

respectively, test certificates furnished by Dixon
& Corbett & R.S. Newall & Co. Ltd. Rule size 27" x 3".

Four new sails supplied, steering chains
& rods overhauled, windlass & steam winches over-
hauled. Deck pumps, sluice valves & watertight doors
tried & found good.

Chas. Fowling

C. Burney