

REPORT of SURVEY for REPAIRS, &c.

Received at London Office SAT. 16 OCT 1897 No. 10374

Date of writing Report 12<sup>th</sup> Oct 97 1897 When handed in at Local Office 12<sup>th</sup> Oct 97 1897

Date of writing Report 12<sup>th</sup> Oct<sup>r</sup> 97 When handed in at Local Office 12<sup>th</sup> Oct<sup>r</sup> 97 Port of WEST HARTLEPOOL  
No. in eg. Book. Survey held at West Hartlepool Date, First Survey 1<sup>st</sup> July Last Survey 11<sup>th</sup> Oct. 1897  
332 on the Wood, Iron or Steel S. S. "Winston" (No. of Visits 30)  
TONNAGE

TONNAGE:- 1190  
GROSS  
UNDER DK. 911  
NET 743  
Built at *W. Hartlepool* By whom *W. Gray & Co.*  
Owners *E. Johnson & Co.*  
Owners' Address *W. Hartlepool*  
(if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? *W. Hartlepool*  
When 1876-9  
Port belonging to *W. Hartlepool*

*WB=CellDBorDBa* ..... tons; *uE&B* ..... tons; ..... Name of Dock *Central dock* Destined Voyage .....

*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.*

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

Last Survey, No. 34409 Port HWT

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 form shown below. Whenever replacement of Anchors, Chains, or Flukes 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.

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.)
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1. 97  
J. J. Nam. - 2<sup>nd</sup> No. 3 - 5. 95

REPAIRS, OR EXAMINATION AS PER RULE, FOR

REPAIRS, OR EXAMINATION AS PER RULE, FOR

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 - 100 All 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 Starb? 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 Starb? side.

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed ... ..		37	16	14		6	6	7	
Faired or Repaired ...	{ 89 ft 11 ft in place	5 out	2 out	✓	{ 4 out 1 in place	{ 1 out 1 in place	4 out	Stem repaired. new main mast	
PRESENT CONDITION OF THE		Timbers of Frame at the openings				Rudder.	Hatches		
Docks	good	ditto ditto at other places				Windlass & Capstan	Boats		
Waterways	"	Keelsons				Pumps	Masts, Yards, &c.		
Coamings	"	Stringers, Clamps & Shells				Sluice Valves	Condition, how ascertained		
Up'r Dk. Beams & Fastenings	"	Sailing				Watertight Doors	(State if wedges removed)		
Low'r Dk. Beams & Fastenings	"	(State if examined)				Dblg. Plates under Sounding Pipes	Sails		
Plating	"	Ceiling				Engine Room Skylights	Equipment letter		
Manbing	"	Cement or Asphalt				Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of		
Liveets or Trunnels	"	(State which.)				Scuppers	Cables (State if now ranged)		
Breasthooks & Stems	"	Tanks				Cargo & Main H'tch'w'ys	" length		
Ransoms, Painters, & Crutches	"	(State if now tested.)					" Rule length		
		Caulking of Bot'm, D'k, & Wat'rw'ys					Hawfers & Warps		
		Copper, or P.M.					Standing & Running Rigging		
		(State if now tested.)							
		When put on, Month							
		Year							
General Observations, Opinion as to Class B									

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  $\div 100A-1$  with record of Survey 10.97, and notation of J. I. Spl. No 3-10.97.

Office Fee (if chargeable) per Scale II, Sec. 27 ..... \$

Survey Fee (per Section 28) .....

Special Damage or Repair Fee *less 10%*

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any) .....

Fees applied for,

15.10.189

Received by ~~the~~

15/10/19

Chas. Fowling

Surveyors to Lloyd's Register of British & Foreign Shipping

Committee's Minute

Character assigned

TUES. 19 OCT 1897

100A

Referred to the G. C.

2nd - No. 3-10 and

Note fragil. HPL 380-0186(1/4)



General Jones 21<sup>st</sup> Oct. 1897

To be reclassified as recommended  
subject to the vessel being  
engaged exclusively in  
carrying coals and

deals  
G.P.D.



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Lloyd's Register  
Foundation



Stat. I. I. "Winston"

On Starb<sup>d</sup> Side main hold - 14 plates renewed, 5 off & fairied, 5 bulwark plates renewed; main rail part renewed & several bulwark stanchions renewed of bulk 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 bulk hatch 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 sheerstrake 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<sup>d</sup> side of vessel - One plate in K stake fairied at fore end of bridge; 2 quarter deck sheerstrake 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 11<sup>th</sup> 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 W. 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 starboard side repaired. In after hold, eleven reversed frames on port side, and one on starboard 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 starboard 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 & 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. S. Jack, 17<sup>th</sup> 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 2 $\frac{1}{4}$ " x 3".

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

Chas. Fowling

C. Burney.