

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 24 DEC 1885

No. 398 on the Iron Screw Steamer "WINSTON" Master W. Edwards
 No. in Reg. Book. 398 Survey held at London Date, First Survey 2nd Dec Last Survey 17th Dec 1885
 (No. of Visits)

TONNAGE: NET 911 GROSS 1419 UNDER DK. 1116
 Built at N. Hartlepool By whom W. Gray & Co. When 1876
 Owners Webster & Young Port belonging to N. Hartlepool
 Owners Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock dry dock Name of Dock Victoria Pontoons Destined Voyage Rangoon
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. 100 A 7
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 553 Port off S.S. No 3-83 8.85
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of examinations and subsequent repairs. Society's Freeboard (if assigned) in salt water ft. ins. 8.85
 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.) as painted on Ship. in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE

Condition

This vessel has been examined on the Victoria Pontoons, and afloat in the Victoria Docks.

The bottom found in good order has been cleaned and painted, and a number of rivets renewed in the plating of rudder.

The overlooker reported that one 15 fathoms length of 1 9/16" chain cable had been supplied to the port cable, and a new port bower (Trotman's) anchor supplied to the vessel in August last, to replace a length of cable, and one bower anchor stated to have been lost in March last.

The port bower anchor recently supplied and above alluded to is ^{cast. grs. lbs.} 21-1-14 ex. stock - proof strain ^{Tons. cwt. grs. lbs.} 21-18-0-14 - J. Hartness Supd^t Sunderland 16th Sept^r 82.

The bower anchor in the fore hatchway it appears is ^{cast. grs. lbs.} 20-3-21 ex. stock.

The starboard bower anchor is about 4 1/2 inches longer than the anchor in the fore hatchway & appears to be of the same pattern, but no marks on it have

PRESENT CONDITION OF THE

Deck	Plank (Bottom) & Counter	Ceiling	Boats
Water	Greenish or Rivets	Rudder	Masts, Yards, &c.
on	Breasthooks & Stemson	Windlass & Capstan	Condition, how ascertained <u>from deck</u>
Up	Transoms, Pointers, & Crutches	Pumps	Sails <u>one sail & spare</u> <u>good</u>
Low	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of <u>3 B, 1 P, 2 K</u>
Plank	Ditto ditto at other places	Caulking of Deck, D'K, & Watrways	Cables <u>part seen</u> <u>good</u>
Sheer	Keelsons	Copper, or Y.M. (State if on felt.)	Hawsers & Warps <u>3 1/2" & 3" wire, 10' & 3' 5" manilla</u> <u>good</u>
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging
Wales			
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways
			Hatches

General Observations, Opinion as to Class, &c.:

The correct certificate for one length of chain cable requires to be produced. Also the collective weight of the three bower anchors does not appear to be quite adequate to the requirements of the Rules. In other respects this vessel is in good and efficient condition.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	0	0
Special Damage Fee (if any) (per Sec. 28)	£	:	:
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

received by me, 188

Chas. H. Ford 21/12/85
J. H. Truscott
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned

TUESDAY 29 DEC 1885

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45780, Jan 23 25-

been seen sufficiently distinct by which its weight could be ascertained. The anchor in the fore hatchway ^{cwts. grs. lbs.} 20-3-21 ex. stock can remain as the 3rd bower, as it is ^{grs. lbs.} 3-21 heavier than the minimum weight prescribed in the Rules for this anchor. The port bower anchor ^{cwts. grs. lbs.} 21-1-14 ex. stock is 1-13 below the minimum requirements of the Rules for the second bower.

The Rules require the collective weights of the three bowers to be 67 cwts ex. stock. Adding together the the known weights of two of the bower anchors we get the sum ^{cwts. grs. lbs.} 42-1-7. The difference between this & 67 cwts is ^{cwts. grs. lbs.} 24-2-21.

Recommended to the Master (see copy of letter attached) that an anchor, weight ex. stock ^{cwts. grs. lbs.} 24-2-21 be supplied in place of the anchor on the starboard bow, the weight of which cannot be seen.

The marks seen on the length of chain cable recently supplied and above referred to are "4. 5. 79. L.P.H. 4756. 43. 18 B. T. 61-8". These marks correspond with the certificate of test produced except as regards the number of the certificate - the number of the certificate produced is 4757^c which does not agree with the number on the chain viz: 4756. I asked therefore that the certificate of test corresponding with the length of chain be produced.

The reply to my letter is attached - also "original certificates of all anchors tested put on board since ship was launched" were enclosed. In this letter it is stated that on "arrival of the ship home the anchor recently supplied (last Trotman) if necessary will be changed for heavier to make up total weight required. On perusal of the certificates of test I find that the weight ex. stock of the heaviest anchor was ^{cwts. grs. lbs.} 23-3-0 ex. stock.

Supposing the starboard bower (the weight of which cannot be ascertained from the marks on it) to be this anchor, ^{which is probable} its weight would be ^{grs. lbs.} 3-21 short of the weight now required viz: ^{cwts. grs. lbs.} 24-2-21 to make up the total of 67 cwts. required by the Rules.

In regard to the 15 fathoms of chain cable recently supplied, the requisite certificate is promised to be produced. See also letter (attached) from Messrs Lamb, Beal & Co who supplied this length.

J. H. Truscott.

General Committee
Minutes - January 7th 1886
Bower Anchors approved
for the voyage subject to
the owner's warranty
to make the necessary
alterations on the
cables return in
regard to the anchors
Design 100 ft. 1 class
B.M.



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN