

# Report of Survey for Repairs, &c., of Engines & Boilers.

51662

(Received at London Office,

No. 6419 Date of Writing Report 26<sup>th</sup> Nov 1890 Port of Leith  
 No. in Reg. Book. 150 Survey held at Leith Date, first Survey 20<sup>th</sup> Nov Last Survey 22<sup>nd</sup> Nov 1890  
 on the Machinery of the S. S. Winstan Master Moorsoon No. of Visits 2  
 Tonnage Gross 1419 Net 911 Vessel built at W. Hartlepool By whom W. Gray & Co. When 1876  
 Registered Horse Power 130 Engines made at Hartlepool When 1876 Boilers, when made (Main) 1876 (Donkey) -  
 No. of Main Boilers one Owners W. Hartlepool S. N. Co. Port W. Hartlepool Voyage Bilbao  
 Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock  
 in Donkey Boiler 60 (State name of Dock.)  
 Class of Vessel & Machinery +100A S.M.C.  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
 S.S. Dun. 203. 1. 83. B.S. 8-89  
 S.S. Hpl. 201-84

Last Survey No. Port Off.  
 Particulars of Examination and Repairs (if any) Part B.S.

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? yes

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler? -

Now done viz:- main and donkey boilers opened up examined and found all in good order. Safety valves overhauled. Main boiler run under steam, valves blow at 65 lbs per sq. Donkey boiler safety valve to be adjusted under steam on return to H.K.

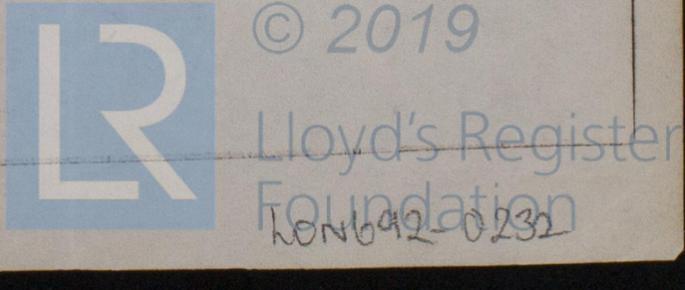
## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)  
The machinery of this vessel is now in safe working order and eligible, in my opinion, to remain as classed marked B.S. 11-90. Subject to the donkey boiler safety valves being adjusted under steam as above.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for <u>26.11.1890</u> No. P. Received by me <u>30/12/1890</u>
Survey Fee (per Section 28).....	£	1	10	
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
W. J. Darling

Committee's Minute FRI 28 NOV 1890  
 Assigned AS  
Deferred for completion  
FRI 13 MARCH



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that the vessel, will be eligible to have B.S. 11-90 recorded when the safety valves of the donkey boiler have been adjusted under steam.

W.A.  
27-11-90

