

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

(Received at London Office,

No. 6419 Date of Writing Report 26<sup>th</sup> Nov 1890 Port of Lith  
 No. in Reg. Book. 158 Survey held at Lith Date, first Survey 20<sup>th</sup> Nov Last Survey 22<sup>nd</sup> Nov 1890  
 on the Machinery of the S. S. Winston Master Moorsoon No. of Visits 2  
 Tonnage { Gross 1419 Vessel built at W. Hartlepool By whom W. Gray & Co. When 1876  
 Net 911 Engines made at Hartlepool When 1876 Boilers, when made (Main) 1876 (Donkey) 1876  
 Registered Horse Power 130 Owners W. Hartlepool. S. N. Co. Port W. Hartlepool Voyage Kilkee  
 No. of Main Boilers one If Surveyed Afloat or in Dry Dock (State name of Dock.)  
 Steam Pressure in Main Boilers 65 Class of Vessel & Machinery +100 A 1 S.M.C.  
 in Donkey Boiler 60 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
 3. S. Dun. 2. 3. 1. 83. 11-85  
 3. S. Hpl. 2. 1. 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 valves 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 remarked 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
Survey Fee (per Section 28)	£	1	10	26.11. 1890
Special Damage Fee (per Section 28)	£	:	:	W.D.
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	30/12/90

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

Committee's Minute

Assigned

Deferred for  
Completion



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 Foundation  
 LON642-0232

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.

N.A.

27-11-90

