

# REPORT of SURVEY for REPAIRS, &c.

No. *9386* Date of Writing Report *188* Port of *Glasgow*  
 No. in Reg. Book. *342* Survey held at *Glasgow* Date, First Survey *Aug 29<sup>th</sup>* Last Survey *13<sup>th</sup> Sept 1889*  
 on the *Steel S.S. "Forl-William"* Master *D. Pearson*

TONNAGE:—  
 NET *1179* Built at *Belfast* By whom *Northman & Clark* When *1888* 8  
 GROSS *1687* Owners *Clark & Service* Port belonging to *Glasgow*  
 UNDER DECK *1772* Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock *Dry* Name of Dock *Jovan* Destined Voyage *Cuba*  
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.  
 (if these particulars are not yet recorded in the Register Book.)  
 Classified *100A1*  
 Last Survey, No. *8900* Port *Glasgow*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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.)  
 in Summer *ft. 5 ft 6 in*  
 as painted on Ship in Winter *ft. ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Repainting &c.*

The bottom examined scraped & repainted  
 In this vessel the insides of ballast tanks and  
 futters at sides of same in the holds were coated  
 with Nails Patent-Cement and this has been now  
 carefully examined with the following results  
 There were a few places in each of the fore & the after  
 tanks & several in the futters where this cement was  
 found unattached to the plating & frames. Inside the  
 tanks where the cement was from  $\frac{3}{8}$  to  $\frac{5}{8}$  thick it presented  
 again upper surface, leaving nothing in its appearance to  
 indicate that it was not adhering to the steel plates & this  
 having been ascertained by sounding with a hammer; but in the  
 futters, where it was only  $\frac{1}{2}$  to  $\frac{3}{4}$  thick, it was raised from frame  
 & plates in the form of blisters of oval shape & varying from 6 to  
 30 sq in area. The owners have consequently had the depts.

| PRESENT CONDITION OF THE     |             |                                  |                |
|------------------------------|-------------|----------------------------------|----------------|
| Decks                        | <i>good</i> | Plating (Bottom & Counter)       | <i>good</i>    |
| Waterways                    | <i>✓</i>    | Transoms & Rivets                | <i>✓</i>       |
| Comings                      | <i>✓</i>    | Breasthooks & Stemson            | <i>✓</i>       |
| Up'r Dk. Beams & Fastenings  | <i>✓</i>    | Transoms, Pointers, & Crutches   | <i>✓</i>       |
| Low'r Dk. Beams & Fastenings | <i>✓</i>    | Timbers of Frame at the openings | <i>✓</i>       |
| Planksheers                  | <i>✓</i>    | Ditto ditto at other places      | <i>✓</i>       |
| Sheerstrakes                 | <i>✓</i>    | Keelsons                         | <i>✓</i>       |
| Topsides                     | <i>✓</i>    | Clamps & Shelves                 | <i>✓</i>       |
| Wales                        | <i>✓</i>    |                                  |                |
| Engine Room Skylights        | <i>✓</i>    | Coal Bunker, Openings, Lids, &c. | <i>good</i>    |
|                              |             | Scuppers                         | <i>good</i>    |
|                              |             | Cargo & Main Hatchways           | <i>good</i>    |
|                              |             | Hatches                          | <i>✓</i>       |
|                              |             | Boats                            | <i>✓</i>       |
|                              |             | Masts, Yards, &c.                | <i>✓</i>       |
|                              |             | Condition, how ascertained       | <i>Found</i>   |
|                              |             | Sails                            | <i>good</i>    |
|                              |             | Anchors No. of                   | <i>330, 2K</i> |
|                              |             | Cables                           | <i>Parteen</i> |
|                              |             | Hawsers & Warps                  | <i>✓</i>       |
|                              |             | Standing & Running Rigging       | <i>✓</i>       |

General Observations, Opinion as to Class, Recommendation, &c.:  
*This vessel is in good condition in my opinion*  
*eligible to remain as classed & to have record of survey*  
*9.89*

|  |   |  |  |
|--|---|--|--|
| Entry Fee (if chargeable) per Scale I., Sec. 27...   | £ |  |  |
| Office Fee (if chargeable) per Scale II., Sec. 27... | £ |  |  |
| Survey Fee (per Section 28)                          | £ |  |  |
| Special on 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)                       | £ |  |  |
| Committee's Minute                                   |   |  |  |
| Character assigned                                   |   |  |  |

Fees applied for, 188  
 Received by me, 188  
*Dawkins*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 FRI 20 SEP 89  
 100A1  
 Sparak

Form No. 2 for Repairs—1889—1890. Transfer Int.—T. & S.  
 The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character precisely as in Register Book.



9386 ep

True parts in the tanks & the whole from the fitters cut out - Portland Cement substituted: —

The inner bottom cleaned recoated & ceiling relaid.  
The insides of holds repainted

J. Dankeis.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.