

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

No. *10345* Date of Writing Report *17th Nov. 1890* Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *12th Nov^r* Last Survey *14th Nov^r 1890*
249 on the Machinery of the *S.S. Fort William* Master *McPearson* No. of Visits *3*
 Tonnage Gross *1807* Net *1179* Vessel built at *Belfast* By whom *Hobkman, Clerk & Co* When *1888* YEAR. MONTH. *8*
 Registered Horse Power *136* Engines made at *Glasgow* When *88* Boilers, when made (Main) *88* (Donkey) *88*
 No. of Main Boilers *1* Owners *Clark & Service* Port *Glasgow* Voyage
 Steam Pressure in Main Boilers *160 lbs* If Surveyed *Afloat* or in Dry Dock *Meadowside* Class of Vessel & Machinery *100A 1*
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *9.89*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Docking* *+ L.M.C. 9.88*
(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?
 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?

This vessel has been placed in dry dock for the purpose of fitting a new propeller. The old one has been taken away and a new one, with two feet greater pitch, fitted in its place and properly secured - Sea connections examined externally and found in good order.

General Observations, Opinion, and Recommendation:-- *As far as seen the machinery of this vessel appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey.*
(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.)

Office or Registration Fee (per Section 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute *TUE 23 DEC 90*
 Assigned *As now*



* Certificate to be sent to...
 The Surveyors are requested not to write on or below the space for Committee's Minute.
 & S. Form No. 1 - Transfer Ink - 6000, 9/12/89.

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

10370-22

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.

It is submitted that this vessel is eligible to remain as classed.

N.A.

22-12-90

ED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register Foundation