

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

No. *11053* Date of Writing Report *24th Oct* 1891 Port of *Glasgow*
(Received at London Office MON. 2 NOV 1891)
No. in Reg. Book *260* Survey held at *Glasgow* Date, first Survey *and* Last Survey *23rd Oct 1891*
on the Machinery of the *S. S. Fort William* Master
Tonnage Gross *1807* Net *1179* Vessel built at *Belfast* By whom *Workman Clark* When *1888* . *8*
Registered Horse Power *136* Engines made at *Glasgow* When *88* Boilers, when made (Main) *88* (Donkey)
No. of Main Boilers *160* Owners *Clark & Service* Port *Glasgow* Voyage
Steam Pressure in Main Boilers *160 lbs* If Surveyed *Afloat or in Dry Dock* *Neardowside*
in Donkey Boiler *—* (State name of Dock.) Class of Vessel & Machinery *100 A 1*
Last Survey No. *12.90* Port *—* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Particulars of Examination and Repairs (if any) *Docking*
(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 Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

*All sea connections
examined and found in good order.
Propeller & fastenings examined and found
in good condition. —*

General Observations, Opinion, and Recommendation:— *This vessels machinery*
(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. 189, B.E.M.S. 89, or L.M.C. 189, as the case may be.)
*appears to be in good order, as far as seen,
and is in my opinion eligible to
remain as classed without any fresh
record of survey. —*

Office or Registration Fee (per Sec. 27)	Fees applied for
Survey Fee (per Section 28)	18
Special Damage Fee (per Section 23)	
Travelling Expenses (if chargeable)	

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

*State if Certificate is required
Committee's Minute *TUES. 3 NOV 1891*
Assigned *As now*

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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 be
AS CLASSED.

Opd
21/11/91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.