

No. 11636

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18. When handed in at Local Office 18. Port of Glasgow
No. in Reg. Book. Survey held at Glasgow Date, First Survey 1st July Last Survey 12th July 1892
263 on the Steel Screw Steamer "Fort William" Master Houston

TONNAGE:— Built at Belfast By whom Hartman Clark & Co When 1888 MONTH 8
GROSS 1807 Owners Clark & Co Port belonging to Glasgow
UNDER DK. 1772 Owners' Address
NET 1179 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Govan Destined Voyage Cuba
WB=DBa ☒ tons; f ☒ tons; uE&B ☒ tons; CellDB 300 tons; }
FPT ☒ tons; APF 40 tons; MT ☒ tons. }

Last Survey, No. 11053 Port Glasgow
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Years since last survey. Machinery and Boiler Surveys (including date of N.B., if any).
100A.1. 10.91 10.91 10.91
Spar Sh. 10.91
Society's Freeboard (if assigned) as painted on Ship and now verified 5 6 ft. 2 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey No. 1.

This vessel has been placed in dry dock, the bottom cleared and coated, examination made inside of No. 1 tank of cellular D.B.; the tank under engine & boilers, and after peak tank. The tank under engine & boilers tested by water pressure, masts, spars and rigging examined. The asphalt in No. 1 tank and after peak tank, was found to be slightly blistered and not adhering satisfactory to the plating and it was recommended to have this entirely removed; The owners intend to have the asphalt throughout the ship removed at the first opportunity and in my opinion this might be allowed to remain in vessel for a few months. The tank under engines and boiler has been scaled and recrated with cement wash, also with tar & cement on top in way of engine & boilers; the plating and framing in holds have been changed and

SUMMARY OF DAMAGE REPAIRS:— ☒ Plates, Paired or Repaired; ☒ Frames, ditto. ☒ Plates, Renewed; ☒ Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE			
Decks	<u>Good</u>	Transoms, Pointers, & Crutches	<u>Good</u>
Waterways	<u>"</u>	Timbers of Frame at the openings	<u>"</u>
Coamings	<u>"</u>	Ditto ditto at other places	<u>"</u>
Up'r Dk. Beams & Fastenings	<u>"</u>	Keelsons	<u>"</u>
Low'r Dk. Beams & Fastenings	<u>"</u>	Clamps, Shells & Stringers	<u>"</u>
Plating	<u>"</u>	Ceiling	<u>"</u>
Planking	<u>"</u>	Cement or Asphalt	<u>"</u>
Rivets	<u>"</u>	Tanks	<u>"</u>
Breasthooks & Stemson	<u>"</u>	Caulking of Bot'm, D'k, & Wat'r'ys	<u>Good</u>
		Copper, or Y.M.	<u>Good</u>
		(State if on Felt.)	<u>"</u>
		When put on, Month	<u>"</u>
		Year	<u>"</u>
		Rudder	<u>Good</u>
		Windlass & Capstan	<u>"</u>
		Pumps	<u>"</u>
		Engine Room Skylights	<u>"</u>
		Coal Bunker, Open'gs, Lids, &c.	<u>"</u>
		Scuppers	<u>"</u>
		Cargo & Main H'tch'w'ys	<u>"</u>
		Hatches	<u>Good</u>
		Boats	<u>"</u>
		Masts, Yards, &c.	<u>"</u>
		Condition, how ascertained	<u>by crane</u>
		Sails	<u>Good</u>
		Anchors No. of	<u>3B-15-2K</u>
		Cables, length	<u>"</u>
		(State if now ranged)	<u>"</u>
		Hawsers & Warps	<u>"</u>
		Standing & Running Rigging	<u>"</u>

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

With the exception of the asphalt where examined this vessel is in a good and efficient condition and in my opinion eligible to remain as classed provided the asphalt be removed in a few months time, without fresh record of survey

Office Fee (if chargeable) per Scale II, Sec. 27 £ : : Fees applied for, 13/4 1892
Survey Fee (per Section 28) £ 4 : 10 : Received by me, 14/4 1892
Special Damage or Repair Fee (if any) £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
*Is Certificate now required? TUES. 19 JUL 1892
Committee's Minute
Character assigned
Deferred for Completion of No. 1
W. H. G. L.

Surveyor to Lloyd's Register of British & Foreign Shipping.
TUES. 21 MAR 1893
FRI 4 NOV 1892

Lloyd's Register
Foundation
GLS165-0245(1/2)

Steel Slew. Stm "Fort William"

and recoated from top of close ceiling to upper deck stringer.
To complete Special Survey No. 1. All close ceiling removed
from top of tanks of cellular D.B. in fore and after holds and
bunker spaces, the tanks of cellular D.B. to be tested under
water pressure; the tank under engines and boiler to be exam'd
under pressure in way of bunker space; the after peak
tank to be tested by water pressure; examination to be made
inside of tank of D.B. in after hold, fore peak and bunker
spaces to be cleared and examined. The defective asphalt
removed

S.H.