

11636

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

No. 11636 Date of Writing Report 7th July 1892 Port of Glasgow (Received at London Office 16 JUL 92)

No. in Reg. Book 263 Survey held at Glasgow Date first Survey 14 July Past Survey 6 July 1892
 on the Machinery of the S.S. Fort William Master Houston No. of Visits 3

Tonnage Gross 1807 Net 1149 Vessel built at Dublin By whom Warkman Clark & Co When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

Registered Horse Power 136 Engines made at Glasgow Owners Clark & Service Port Glasgow Voyage N. India

No. of Main Boilers one If Surveyed Afloat or in Dry Dock Glasgow Class of Vessel & Machinery 100A1
 Steam Pressure in Main Boilers 100 lb in Donkey Boiler 60 lb (State name of Dock.)

Last Survey No. _____ Port _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Particulars of Examination and Repairs (if any) Part Special Periodical + 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 Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " No

If this was not done, state for what reasons? To be done on vessels return

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? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? ✓

When this vessel was in the dry dock, the propeller which was found to be broken at one of the blades, was taken off and a new one fitted. The propeller shaft when drawn in was found in good condition.

All the sea-cocks were examined, and replaced in good order.

To complete this survey, the following repairs to be done -

The machinery, main and donkey boilers were surveyed throughout.

General Observations, Opinion, and Recommendation:— As far as seen, this vessel's machinery is in safe working condition, and in my opinion is eligible to remain as classed, without fresh record of survey, and to have record of L.M.C. on completion of survey.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	18
Survey Fee (per Section 28).....	£ : :	Received by me,	18
Special Damage Fee (per Section 28).....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

*State if Certificate is required _____

R. J. Bewick
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Glasgow

Committee's Minute TUES. 19 JUL 1892 FRI 4 NOV 1892 TUES. 21 MAR 1893

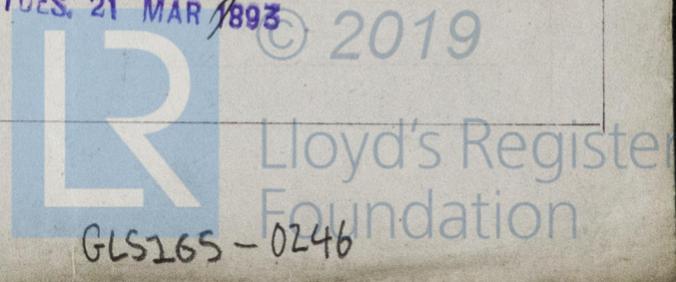
Assigned as now

State if a He is also now set on the ship or if not, and when, one will be sent.

*Certificate to be sent to

L. R. F. H. Form No. 9.—Transfer Ink—5,000, 18/8/91

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



11636.27

S.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.

And the examination of propeller, screw shaft, stem bush & A connection, noted as part of No. 1

A new propeller was fitted in lieu of the old one which had one of its blades broken

P.A. J.P.
16-4-92

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