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MON 18 FEB 1889

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

No. \_\_\_\_\_ Date of Writing Report 18 Feb 1889 Port of London  
 No. in Reg. Book. 76 Survey held at London Date, first Survey 11 Feb Last Survey 12 Feb 1889  
 on the Machinery of the Iron s/s "Fanny" Master \_\_\_\_\_ No. of Visits 2  
 Tonnage { Gross 192 Net 308 Vessel built at Glasgow By whom As J. Inglis When 1878 Boilers, when made (Main) (1878) (Donkey) \_\_\_\_\_  
 Registered Horse Power 50 Engines made at \_\_\_\_\_ When \_\_\_\_\_  
 No. of Main Boilers 1 Owners J. Burnett & Son Port London Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 70 If Surveyed Afloat or in Dry Dock Union Class of Vessel & Machinery 100A1-6,88  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) IME 5,87 BS 6,88

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Condition  
 (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?

*Stem bush drawn & renewed with a phosphor bronze one. Sea connections good.*

General Observations, Opinion, and Recommendation:— The machines now appear to be in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed  
 (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 Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28) .....	£	:	:		188
Special Damage Fee (per Section 28) .....	£	:	:		received by me,
*Certificate (if required) as per margin .....	£	:	:		
Travelling Expenses (if chargeable).....	£	:	:		

*W. L. Gray*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Remain as classed  
 Assigned \_\_\_\_\_

FRIDAY 23 FEB 1889



T. & S. Form No. 9—Transfer Ink—5/10, 25/1/88. The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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 closed

N.A.  
21-2-89



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BRITISH MARITIME RECORD

THE SURVEYORS ARE REQUESTED NOT TO WRITE ABOVE THIS MARGIN