

REPORT of SURVEY for REPAIRS, &c.

50200*

FRIDAY 31, JAN 1890

No. 72 Date of Writing Report 29th Jan. 1890 Port of London
 No. in Reg. Book. 72 Survey held at London Date, First Survey 15th Jan. Last Survey 27 Jan. 1890
 on the Iron Screw Steamer FANNY Master F. R. Browne 19-89. MONTH.

TONNAGE:—
 NET 192 Built at Glasgow By whom A. & J. Inglis When 1878 3
 GROSS 308 Owners J. Burnett & Sons Port belonging to London
 UNDER DK. 258 Owner's Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Shawes Iron Works Destined Voyage Polen
 Length of Poop ft. 1 of Forecastle ft. 1 of Raised Or. Deck ft. 1 Moulded Depth ft. 1 ins. 3
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 49875 Port London 2.4.6.5.87 Classed 100 A 1
2.89

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer ft. ins.
 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. } in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. No. 3.

This vessel has been examined in the Shawes Iron Works dry docks. The bottom was found in good order and has been cleaned and coated. A plate in each of C. and D. Stakes on the Port side in way of the main hold found to be indented at their seams have now been made fair. A plate under the port quarter found to be broken and temporarily patched has now been permanently repaired, and a plate on the starboard side in the tween decks of after hold fractured, has also been repaired.

The plating has been drilled and the thickness ^{no dim.} ascertained to be as follows:—
 on the Starboard side, the first stake below the sheer stake $\frac{9}{16}$, and the third stake $\frac{9}{16}$.
 on the Port side, the sheer stake $\frac{9}{16}$, and the second stake below $\frac{7}{16}$.
 The sides of the vessel outside have been scaled and painted. The rudder has been lifted and rebushed.

The whole of the ceiling has been removed from the holds and trunks, the cargo battens removed from the sides of the holds, and all the floors, framing and plating scaled and painted. The timbers, including those under the

PRESENT CONDITION OF THE					
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good
Waterways	"	Treenails or Rivets	"	Rudder	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"
Planksheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"
Sheerstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Felt.)	"
Topsides	"	Clamps & Shelves	"	When put on	"
Wales	"				
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good
				Cargo & Main Hatchways	Good
				Hatches	"

General Observations, Opinion as to Class, Recommendation, &c.:
 The Vessel is in a sound and efficient condition and eligible in our opinion to remain as classed and to have notation S. S. No. 3 Im. 1,90.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 2 : 0 : 0	Fees applied for, 6/2/ 1890 Received by me, 10/2 1890
Office Fee (if chargeable) per Scale II., Sec. 27...	£ :	
Survey Fee (per Section 28)	£ 5 : 0 : 0	
Special on Damage, Fee (if any) (per Sec. 28)...	£ :	
*Certificate (if required) to be sent as per margin	£ 5 :	
Travelling Expenses (if chargeable)	£ :	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute FRIDAY 7 FEB 1890
 Character assigned 100 A 1 22 No 3-190
2 Dec 1, 90
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation
 LON 688-198

* 50200. Jan.

engines, boilers and stokehole have been cleaned out, and the cement examined all fore and aft, and ceiling renewed.

The forward and after peak ballast trunks have been cleaned out, and examined, and coated with cement wash and tested under pressure.

The lining of the forecabin has been removed and the sides cleaned and painted. The lining has also been removed from under the cabin scuttles, and round the stern, and these parts sealed and painted.

A bracket plate on the port side of the raised quarter deck has been renewed.

Some of the main deck planks on the port side of the main hatchway, and in the alley ways of the bridge house were found to be worn and have now been renewed. And the fore end of the bridge deck has been sheathed.

The chain cables have been ranged and examined and 165 fathoms found complete and in good order. (Rule requirement 165 fms.)

The windlass has been overhauled and repaired.

The masts and spars have been examined, the fore stay shackle repaired and pin renewed.

Chas H. Jordan
G. Stanbury