

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

(Received at London Office,

TUES 28 JAN 1890

No. 72 Date of Writing Report 28.1.90 1890 Port of London
 No. in Reg. Book. Survey held at London Date, first Survey Jan. 16 Last Survey Jan. 27 1890
 on the Machinery of the S. S. "Fanny" Master No. of Visits 4
 Tonnage { Gross 308 Vessel built at Glasgow By whom A & J. Inglis When 1878-3
 { Net 192 Engines made at " When 1878 Boilers, when made (Main) 1878 (Donkey)
 Registered Horse Power 50 Owners J. Burnett & Sons Port London Voyage
 No. of Main Boilers 1 ☒ Surveyed Afloat or in Dry Dock S. S. Mrs. (State name of Dock.)
 Steam Pressure in Main Boilers 70 lbs. Class of Vessel & Machinery 100 A1
 in Donkey Boiler 48 (As in Register Book, including date of last Boiler Survey.) L.M.C. 5.87
S.S. Lon: No 2-87. B.S. 6.88.

Last Survey No. Port
 Particulars of Examination and Repairs (if any) S.S. No 3
 (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?

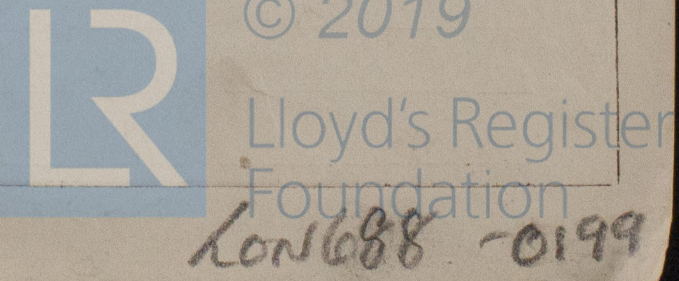
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?
Vessel plaid in dry dock sea combrs. examd. found in good condtn.
propeller discomntd. tail shft. drawn examd. found to be much
corroded near liners, recommend. a new shaft to be fitted, this
has now been done. propeller properly fitted & brass bush in stem
tube tied in laths. Examd. cyldrs. found in good condtn.
Pistons drawn, rods tied up, glands retushed, & new recte
bushes fitted. Crank, thrust & tunnel shftg. in good condtn.
Air, brichg. Feed & Bilge pumps " " "
Main Boiler examd. internally & externally " " "
Safety Valves " " "
Winch boiler examd. shell found to be worn thin round
one of the mud hole doors, a substantial riveted patch has
now been fitted, the remdr. of boiler in good condtn.
Safety valve in good condtn. loaded with a direct weight to
48 lbs. 5
Main Boiler Safety Valves set under steam to 70 lbs 5

General Observations, Opinion, and Recommendation:— The machinery being now
 (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.)
in good & safe entering condtn. renders the vessel eligible in
my opinion to have the notificatn. L.M.C. 1.90 recorded subject to
the exam. of Boilers as per rule

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| Office or Registration Fee (per Sec. 27)..... | £ : : | Fees applied for |
| Survey Fee (per Section 28) | £ 3 : 10 | 6/2/ 1890 |
| Special Damage Fee (per Section 28) | £ : : | |
| *Certificate (if required) as per margin | £ : 2 : 6 | received by me, |
| Travelling Expenses (if chargeable)..... | £ : : | 10/2/ 1890 |

Maurice Nelson
Geo. E. Wilkinson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 7 FEB 1890
SMC 1.90
 Assigned



State if a Report is also sent on the Ship or if not, and when, one will be sent.

T. & S. Form No. 2—Transfer Ink—6000, 28/1/89. * Certificate to be sent to the Registrar of Shipping.

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

It is submitted that this
vessel is eligible to
have L.M.C. 1-90
recorded--

N.A.

6-2-90

