

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

5-115-7

WED 17 SEPT 1890

No. _____ Date of Writing Report Sept. 16th 1890 Port of London (Received at London Office, _____)

No. in Reg. Book 40 Survey held at London Date, first Survey Sept 15th Last Survey Sept 15th 1890

on the Machinery of the s/s Fanny Master J.R. Brown No. of Visits 1

Tonnage } Gross 308 Vessel built at Glasgow By whom A.J. Inglis When 1878 Boilers, when made (Main) 1878 (Donkey) ✓
 Net 192

Registered Horse Power 50 Engines made at do: Owners J. Burnett Hous Port London Voyage ✓

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Fletcher's (State name of Dock.) Class of Vessel & Machinery +100 A. 1-90
 Steam Pressure in Main Boilers 70 in Donkey Boiler _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 1-90

Last Survey No. _____ Port S.S. Low No 3-1,90

Particulars of Examination and Repairs (if any) collision.
 (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?

Sea connections and propeller fastenings examined - and found in good order.

General Observations, Opinion, and Recommendation:—

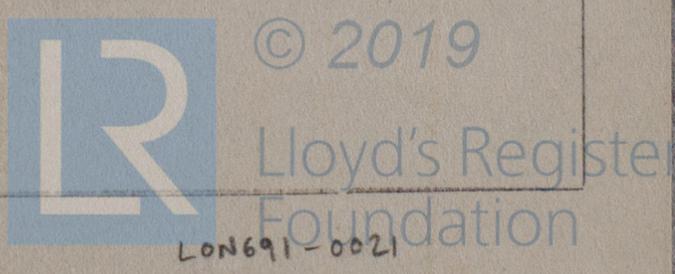
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

As far as seen the machinery of this vessel is in good condition and eligible in my opinion to remain as classed.

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

H. P. Cornish
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 20 SEPT 1890
 Assigned As not



*Certificate to be sent to
 S. & S. Form No. 9 - Transfer Ink - 6000, 911, 89
 (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.

It is submitted that this vessel is eligible to remain as classed.

WA

25.9.20



© 2019

Lloyd's Register Foundation