5 17 98

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

(Received at London Office MON. 27 APL 1891)

No. 51798 Date of Writing Report 24th April 1891 Port of London

No. in Reg. Book. 40 Survey held at Millwall Date, first Survey April 7th Last Survey April 18th 1891

on the Machinery of the s/s. "Fanny" Master J.R. Brown No. of Visits 4

Tonnage: Gross 308, Net 192 — Vessel built at Glasgow By whom A. & J. Inglis When 1878 (Year 1878, Month 3)

Registered Horse Power 50 — Engines made at do: When 1878 Boilers, when made (Main) 1878 (Donkey) 1878

No. of Main Boilers one — Owners J. Burnett & Sons Port London Voyage

Steam Pressure — in Main Boilers 70 lbs — If Surveyed ~~Afloat or~~ in Dry Dock (State name of Dock.) Regents — Class of Vessel & Machinery +100A1.2-91 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 2-91

in Donkey Boiler 50 do.

Last Survey No. 51769 Port Ldn. S.S. Lon No 3-1.90 S.S. No 3-1.90 Lmc 1.90

Particulars of Examination and Repairs (if any)

(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?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Sea-cock fastenings in good condition.
The combustion chamber sides, having become thin round about the stays, have now been cut out, for a distance of about 18 inches and new plate has been riveted on satisfactorily.
The boiler has also been re-tubed.

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.)

So far as seen the machinery of this vessel is in good condition & eligible in my opinion to remain as classed in the register book.

	£	s.	d.
Office or Registration Fee (per Sec. 27)			
Survey Fee (per Section 28)	✓	✓	✓
Special Damage Fee (per Section 28)			
Travelling Expenses (if chargeable)			

Fees applied for ____ 18__

Received by me, ____ 18__

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

*State if Certificate is required

FRI. 1 MAY 1891

Committee's Minute TUES. 28 APL 1891

Assigned As now

Wacky

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

*Certificate to be sent to

(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.

16.—L. & F. H.—Form No. 9.—Transfer Ink—5,000, 23-2-91.

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LON 692-1420

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 classed

W. 4. 91

C.D.S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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