

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

No. *4959/* Date of Writing Report *June 18<sup>th</sup> 1889* Port of *London* (Received at London Office, *JUNE 18 JUNE 1889*)  
 No. in Reg. Book. *443* Survey held at *London* Date, first Survey *June 12* Last Survey *June 13<sup>th</sup> 1889*  
 on the Machinery of the *S.S. Mary Fuscon* Master *Robertson* No. of Visits *2*  
 Tonnage { Gross *481* Net *488* Vessel built at *Newcastle* By whom *Palmer & Co* When *1865* YEAR. MONTH.  
 Registered Horse Power *99* Engines made at *"* When *1885* Boilers, when made (Main) *1885* (Donkey)  
 No. of Main Boilers *150 lb* Owners *J. Penwick & Sons* Port *London* Voyage  
 Steam Pressure in Main Boilers *150 lb* If Surveyed Afloat or in Dry Dock *Dry Dock* (State name of Dock.)  
 in Donkey Boiler Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) *A 1.6.88*  
*+ LMC.6.88*

Last Survey No. *"* Port *"*  
 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 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?

*This vessel being in the Lincolns Dry Dock, examined sea connections & propeller fastenings. Tail end shaft was drawn, examined & found satisfactory, stern tube rebushed & the whole satisfactorily put together*

General Observations, Opinion, and Recommendation:— *The machinery of this vessel as far as run is in good order & she is eligible in my opinion to remain as classed in the Register Book*  
 (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) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

*Maurice Putson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 25 JUNE 1889*  
 Assigned *Remain as classed*

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

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

A.L.D.

24.6.89

