49672

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

(Received at London Office, THURS 27 JUN 1889)

No. ..... Date of Writing Report June 1889 Port of London

No. in Reg. Book. 54 Survey held at London Date, first Survey June 11th Last Survey June 26th 1889

on the Machinery of the S. S. Fanfield Master F. Pram No. of Visits 4

Tonnage { Gross 766 Net 482 | Vessel built at Newcastle By whom Palmer & Co When 1864 (Year) 12 (Month)

Registered Horse Power 90 | Engines made at " When 1877 Boilers, when made (Main) 1877 (Donkey) None

No. of Main Boilers 2 | Owners F. Henwick Sons Port London Voyage

Steam Pressure— in Main Boilers 75 | If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)

in Donkey Boiler None | Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) A 1.11.88 6.89

Last Survey No. ..... Port .....

SS No 3-6.83 1-87 LMC 5.89 BS 7.88

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? Yes

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 Carters Dock examined sea connections & propeller fastenings & found them in order

Examined boilers & safety valves also steam dome & found a patch on furnace top leaking. recommended a new patch to be fitted which has been done

Tested main boiler under steam to 75 lbs per sq inch

A new low pressure piston rod has been fitted & sundry minor repairs done to engines

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

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

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.)

The machinery of this vessel as far as seen is in good order & she is eligible in my opinion to remain as classed & to have the notation B S. 6.89 Recorded in the Register Book

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 17 7 1889
Survey Fee (per Section 28)	£ 2 : 2 :	
Special Damage Fee (per Section 28)	£ 1 : 10 :	received by me, 17 7 1889
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

Maurice Nelson

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

Committee's Minute FRIDAY 19 JULY 1889

Assigned BS 6/89

T. & S. Form No. 2—Transfer Ink—6600, 23/1/89. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

LON686-0357

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 have B.S. 6.89. recorded.

W.A.
17-7-89

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.