

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

(Received at London Office.)

TUES 29 JULY 1890

No. *156* Date of Writing Report *July 28th 1890* Port of *London*
 No. in Reg. Book. *156* Survey held at *London* Date, first Survey *July 28th* Last Survey *July 28th 1890*
 on the Machinery of the *John "M" Fyfe* Master *Johnson* No. of Visits *1*
 Tonnage Gross *991* Net *630* Vessel built at *Palmer's* By whom *Newcastle* When *1863* 8
 Registered Horse Power *99* Engines made at *"* When *1863* Boilers, when made (Main) *1875* (Donkey) *✓*
 No. of Main Boilers *✓* Owners *J. Fenwick & Sons* Port *London* Voyage *Coast-*
 Steam Pressure in Main Boilers *75* If Surveyed *Afloat* or in Dry Dock *Limekilns*
 in Donkey Boiler *✓* (State name of Dock.)

Class of Vessel & Machinery

(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

+90 A1.6.89
LMC. 4.88
BS. 2.90

Last Survey No. *156* Port *London*

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?

Sea connections & propeller fastenings seen, result - satisfactory

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 this vessel's machinery is in good condition, & eligible in our 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

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

Committee's Minute

Assigned

As now

15 AUGUST 1890



Lloyd's Register
 Foundation

LON690 - 0298

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

W.A.
13-8-90



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