

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *Jan 11* 1892 When handed in at Local Office *18* Port of *London* MON. 11 JAN 1892

No. in Reg. Book *238* Survey held at *London* Date, First Survey *Dec. 23* Last Survey *Dec. 28* 1891

*238* on the *Steel S.S. "FANAR"* (No. of Visits *3*) Master *L. H. Willis*

TONNAGE: Built at *Newcastle* By whom *Wigham Richardson* When *1889* MONTH *11*

GROSS *3014* Owners *Manchester & District Shp. Co.* Port belonging to *London*

UNDER DEK *3914* Owners' Address

NET *1976* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Afloat* Name of Dock *S.W. Ind. Sh.* Destined Voyage *Philadelphia*

WB=DBa ☒ tons; f ☒ tons; uE&B ☒ tons; Cell DB ☒ tons;

FPT ☒ tons; APT ☒ tons; MT ☒ tons.

Last Survey, No. *57487* Port *London*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Survey.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A1</i>	<i>11.91</i>	<i>T.M.C.</i>
<i>Spear DK.</i>		<i>11.89</i>
		<i>dry 91</i>

Society's Freeboard (if assigned) as painted on Ship and now verified *7* ft. *1 1/2* ins.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, ~~xxx~~

*After grounding.*

*This vessel which is reported to have touched the ground, but did not stop, on the N.E. edge of Shingle Point, Dec. 19<sup>th</sup> 1891 whilst on a voyage from Philadelphia to London with a general cargo and cattle, was examined afloat in the above named dock.*

*A qualified Surveyor, A. Arnold, twice examined the vessel and personally reported to the undersigned that no trace of damage could be found. His reports are also attached herewith. The fore hatch, also the midship deep tanks were opened out and the bottom internally found in good order.*

*The owners' representative, Capt. Mail, has agreed to dry-dock the vessel at the first favourable opportunity.*

SUMMARY OF DAMAGE REPAIRS: ☒ Plates, Fair'd or Repaired; ☒ Frames, ditto; ☒ Plates, Renewed; ☒ Frames, ditto. Other Repairs ☒

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>not seen</i>	Copper, or Y.M. <input checked="" type="checkbox"/>	Hatches <i>Good</i>
Waterways <i>---</i>	Timbers of Frame at the openings <i>not seen</i>	(State if on Bolt.)	Boats <i>---</i>
Coamings <i>---</i>	Ditto ditto at other places <i>not seen</i>	When put on, Month <i>---</i> Year <i>---</i>	Masts, Yards, &c. <i>---</i>
Up'r Dk. Beams & Fastenings <i>---</i>	Keelsons <i>not seen</i>	Rudder <i>Good</i>	Condition, how ascertained <i>from Sh.</i>
Low'r Dk. Beams & Fastenings <i>Good where seen</i>	Clamps, Shells & Stringers <i>not seen</i>	Windlass & Capstan <i>---</i>	Sails <i>Good</i>
Plating <i>Good</i>	Salting <i>not tested</i>	Pumps <i>---</i>	Anchors No. of <i>3 B. 15. 2 H.</i>
Planking <i>Good</i>	Ceiling <i>not tested</i>	Engine Room Skylights <i>---</i>	Cables, length <i>---</i> size <i>---</i>
Treenails or Rivets <i>not seen</i>	Cement <i>not tested</i>	Coal Bunker, Open'gs, Lids, &c. <i>---</i>	(State if changed) <i>Good</i>
Breasthooks & Stemson <i>not seen</i>	Tanks <i>not tested</i>	Souppers <i>---</i>	Hawsers & Warps <i>Good</i>
	(State if not tested.)	Cargo & Main H'tch'ys <i>---</i>	Standing & Running Rigging <i>---</i>
	Caulking of <i>---</i> Dk. & Wat'rw'ys <i>Good</i>		

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

*This vessel is now, as far as can be seen, in good & efficient condition and, subject to her being placed in Dry Dock for external examination at the first favourable opportunity, I would respectfully submit that she is eligible to remain as classed without fresh record of Survey.*

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,
Survey Fee (per Section 28)	£	18
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,
Travelling Expenses (if chargeable)	£	18
Second Surveyor's Fee (if any)	£	
*Is Certificate now required?	<i>no</i>	

*Henri Wilkinson*  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRI 15 JAN 1892

FRI 29 JAN 1892

FRI 27 MAY 1892

Deferred Lloyd's Register

LON 645-0073



FRI 1 JUL 1892

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.

Deferred for  
White further survey

ls. 1/7/92.

Tail of fork.

Limit

TUES. 13 SEP 1892

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation