

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

Date of writing Report 2<sup>nd</sup> Feb. 1894 When handed in at Local Office Port of London (Received at London Office)

No. in Reg. Book. 247 Survey held at London Date, First Survey 5<sup>th</sup> Jan. Last Survey 29<sup>th</sup> Jan. 1894

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Fonar" Master J. Willis

Tonnage { Gross 3014 Net 1976 Vessel built at Newcastle By whom Wigham, Richardson & Co. When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

Registered Horse Power 350 Engines made at Do. Owners P. W. Richardson (M<sup>r</sup>) Port London Voyage Philadelphia

No. of Main Boilers Two Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Victoria pontoons Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. 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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due for survey.

And what parts of the Boilers could not be thus thoroughly examined? No

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? Not adjusted

At what pressure were they afterwards adjusted under steam? No

Did the Surveyor examine the Safety Valves of Donkey Boiler? Not adjusted.

To what pressure were they afterwards adjusted? No

If the Survey is not complete state what arrangements have been made for its completion? Complete.

Repairs due to damage, stated to have been caused by stress of weather from 16<sup>th</sup> to 29<sup>th</sup> Nov. 1893, during a voyage from London to Philadelphia, and also by grounding in the Delaware River on the 8<sup>th</sup> December 1893. - The propeller and thrust shafts were found to be flawed and were now renewed (the Forge inspector's report on new shafts being attached herewith). Fourteen shaft coupling bolts, damaged in removal, renewed. Tunnel plates and other parts, removed to effect repairs, replaced. Sea-connections examined & found in good order.

General Observations, Opinion, and Recommendation: - This vessel's machinery is now in safe working condition, eligible, in my opinion, to remain as classed, without fresh record of survey.

(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. 9,92, B.M.S. 9,92 or L.M.C. 9,92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 6 FEB 1894 PLW

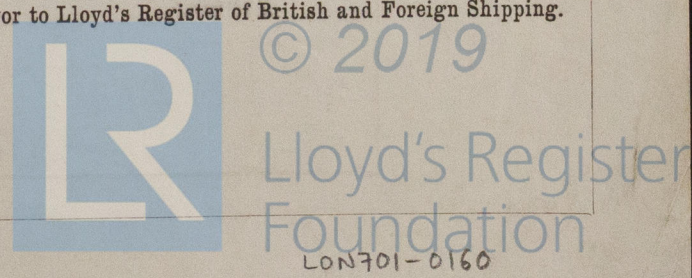
Survey Fee (per Section 28) £ : : 9

Special Damage Fee (per Section 28) £ 3 : 3 : 0 Received by me, R. Elliott.

Travelling Expenses (if chargeable) £ : : 9/21 18 94 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute Assigned As now 9 FEB 1894 TUES. 2 OCT 1894





It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

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.

On acct of damage  
the propeller & thrust shaft  
were renewed -

N.A.  
6-2-94



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