

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

No. *9026* Date of Writing Report *Feb* 1889 Port of *Glasgow*  
 No. in Reg. Book. *150* Survey held at *Glasgow* Date, first Survey *1<sup>st</sup> Feb* Last Survey *20<sup>th</sup> Feb* 1889  
 on the Machinery of the *S.S. Japanese* Master *Spedding* No. of Visits *11*  
 Tonnage Gross *1838* Net *1204* Vessel built at *Newcastle* By whom *Schleier Davis & Co* When *1878* 8  
 Registered Horse Power *170* Engines made at *Gateshead* When *1878* Boilers, when made (Main) *1878* (Donkey) *1878*  
 No. of Main Boilers *Two* Owners *Angier Bros* Port *London* Voyage *Alexandria*  
 Steam Pressure in Main Boilers *70 lb* If Surveyed Afloat or in Dry Dock *Both Hendersons* Class of Vessel & Machinery *100A1 5-88*  
 in Donkey Boiler *45* (State name of Dock.) (as in Register Book.) *B.S. 8-87. L.M.C. 3-86*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) *Annual Survey & Damage*  
 (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? *✓*  
 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? *✓*

Survey on account of Damage made on behalf of the owners, Messrs Angier Bros at the request of their representative Capt. Garsap owing the vessel having struck a Reef as detailed in accompanying Report and during which time the machinery appears to have been worked under heavy strain in an endeavour to get the vessel off and in doing so the propeller is stated to have struck the chain cables aft bringing the engines suddenly up - Steam was being discharged overboard to lighten the vessel and the mud & sand were being stirred up.

After the engines had been opened out as recommended all the working parts were examined, including the cylinders, slide valves, pistons, condenser, crankshaft & shafting pumps, pipes & connections. Donkey pumps & connections to engine room & holds. When the vessel was in Dry Dock the sea cocks & valves, propeller & fastenings also the propeller shaft were all examined.

The Repairs on account of Damage are as follows.  
 A new crank pin brass fitted to Aft engine - Condenser was cleaned out and put in good condition - the water service pipes were taken down cleaned & replaced, the main steam pipe was brazed at the flange and the waste steam pipes were brazed and one length partly renewed - the non conducting composition on main boilers repaired - the wing stay from main boiler to ship's side replaced - the propeller and shaft taken to shops - the spare propeller shaft fitted and a new nut forged on the working shaft which is now the spare one - the coupling holes rimmed out and new bolts fitted - new bearings in Stern tube - new valves fitted in

General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey.)

*For completion of Report & recommendation see next page*

Office or Registration Fee (per Sec. 27).....	£	3	3	0	Fees applied for
Survey Fee (per Section 23).....	£	3	3	0	<i>22/2</i> 1889
Special Damage, Fee (per Section 23).....	£	5	5	0	
Certificate (if required) as per margin.....	£	0	0	0	Received by me,
Travelling Expenses (if chargeable).....	£	0	0	0	<i>22/2</i> 1889

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

Committee's Minute *TUES 26 FEB 1889*  
 Assigned *Sub 2/89*



## S. S. "Japanese"

all pumps - and the donkey pumps repaired - The blow off cocks on ships side taken off and rejoined - new washers fitted on outside of ships plate - New pins fitted in brass guard on end of stern tube - Fore winch stop valve repaired - which overhauled and working parts adjusted - Steam pipes on deck repaired, coated with felt and covered in and new chairs fitted where necessary -

The steering gear has been overhauled and the broken pins removed and new ones fitted -

All the recommendations, with the exception of fitting new propeller blades as detailed in the accompanying report have been satisfactorily met - The renewal of the blades will be carried out at the first convenient opportunity and I am of opinion those now on may be considered efficient in the meantime -

The machinery was examined over all parts and found not to have suffered any further damage than that already mentioned - A new packing ring has been fitted to Low pressure piston -

The survey now due on main & donkey boilers was carried out - It is stated that new stays have been fitted in the donkey boiler since last survey - The main boilers were found in good condition considering their age - Some internal corrosion, but not such as to affect the safety of the boilers - a number of the tubes were found to be getting thin and about thirty have been taken out and new ones fitted -

The safety valves of both boilers were examined -

The Donkey boiler support was found to be warped & very thin - a new plate has been fitted and the boiler secured to it

On the completion of these repairs to steam was raised in boilers and safety valves adjusted to 70 lbs on the main and 45 lbs on the donkey boiler - The gauge to the donkey was found to be incorrect and has been adjusted -

I am of opinion the machinery & boilers of this vessel are now in safe working condition and eligible to be noted **L.M.C. 2-89** in the Register Book.

Walter Robson



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GLS157-0100 (2/2)



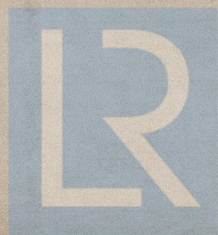
It is submitted that this vessel  
is eligible to have LMC 2. 89

recorded

9026 g6

Ald.

25.5.89



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