

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office,

FRIDAY 5 OCT 1883

No.

No. in Survey held at  
Reg. Book.

Date, first Survey

Last Survey

1883

178 on the Iron Screw Steamer JAPANESE

Master

TONNAGE under Tonnage Deck

Ditto of Spar Deck, or Awaiting Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St'mer, cut on Bm.

Official Number

Built at

When built

YEAR.

MONTH.

Owners

Port belonging to

Residence

By whom built

Destined Voyage

If Surveyed

Afloat or in Dry Dock

(State Name of Dock)

Years assigned.

Character in Register Book.

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Classed

100. A-1.

Last Survey, No. 5425 Port

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

State dates of any letters respecting this case

Repairs of Damage.

Collision on the Thames with S/S Macassar off the Victoria docks on 29<sup>th</sup> August 1883

Two plates of first course of Newcastle plating replaced, one plate in the next course below, and the foremost plate of sheer strake was cut between the 3<sup>rd</sup> & 4<sup>th</sup> frame from the Stem and the plate abaft between the 6<sup>th</sup> & 7<sup>th</sup> frame, a short plate was here fitted, & in order to compensate for bringing the butts of adjacent strake so close to the sheer strake butt a long doubling plate was introduced behind the fore end of the doubling serving as a butt strap to the fore. Most butt & extends 2'-6" long abaft this butt. The butts to be triple riveted and the plate well riveted between the frames. J. I. O.

Present Condition of the

Decks

Waterways

Comings

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Planksheers

Sheerstrakes

Topsides

Wales

Plank (Bottom) and Counter

Engine Room Skylights

General Observations, Opinion as to Class, &c.

Good

Treenails

Breasthooks and Stems

Transoms, Pointers, and Crutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shells

Ceiling

Rudder

Copper (or Cement) When put on

(State if on Felt.)

Cement (if Iron Ship)

Caulking of Bottom, Deck, & Waterways

Good

Windlass and Capstan

Pumps

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchor

Cables

Hawsers and Warps

Standing & Running Rigging

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

The Amount of Entry Fee ... £

Special ... £

Certificate (if required)

to be sent as per margin...

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

received by me,

188

TUESDAY 23 OCT 1883

Sp Damage £4. 4/-

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goswell Road, London.



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Lloyd's Register Foundation

2520-149201

(If a Steam Ship, state whether or not a Report is also sent on the Machinery)

[Form No. 2 for Repairs.—4,000—2,783.]

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

(Insert Character precisely as in Register Book.)



43070 Son

The broken frames to be cut. 2 below and 2 above the main deck having a proper ship, the new frames joined with boston angle iron. The main deck stringer where damaged covered by doubling plate the shell lugs replaced, the deck ends in bay flaming made good and waterway replaced.

The 8 Forecastle beams were taken down, repaired straightened & replaced. & one renewed. Forecastle smiter on Port side forward repaired & two new plates on Starboard side. The bow chocks renewed on Starboard side also waterway. and part new deck the remainder replaced and bollards & other fittings removed refitted. Forecastle beam pillars replaced & repaired. & 1 new piece of wire leading iron. 2 Cat head davits & sockets &c replaced new. Also, circular side light.

A Plate cracked on Starboard bow in inside plate the 4<sup>th</sup> from keel & frame bent inwards repaired by a doubling plate between the landing edges of the adjacent plates & carried forward to the stem.

A Cracked plate on Starboard between the 2<sup>nd</sup> & 3<sup>rd</sup> frames from the stem & the about the 3<sup>rd</sup> course below the sheer snake repaired by doubling plate between the frames.

Quader pulleys rebrushed and runner replated. One Butt recaulked on Port side amidships. New Bower Anchor replaced & 15 fathoms of chain. Bottom Scraped examined & painted.

Wm. B. Dacey  
Command John Tierney

No of Certificate of Iron Stock Anchor 7969 - Lisbon. 7<sup>th</sup> Sept 1883. Weight of Anchor 30-3-0 wt of stock 8-1-0 Length of shank 8-11 Length of Arm 3-9 $\frac{1}{4}$  Dia of head 7 $\frac{1}{8}$  x 6 $\frac{3}{4}$  - Description Rogers - Proof strain applied 29-3-3-0 Mark 12 C. LPH - T 5-82 B 2 T. - Supt Engineer R. Smith

No of Certificate of 15 fms 1 $\frac{1}{2}$  inch link Chain 262. Cardiff March 21<sup>st</sup> 1883 Weight 22-3-14 - length of link 10 $\frac{7}{8}$  Breadth 6 $\frac{3}{8}$  Making main applied 82 $\frac{3}{4}$  tons. Inside strain 59 $\frac{1}{8}$  tons Mark 11-12-82 B LPH - B 262 B 2 T Lion Term Supt.

E. J. M.



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