

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

(Received at London Office, _____)

No. _____ Date of Writing Report 20 Decr 1887 Port of London
 No. in Survey held at London Date, first Survey 13^d Decr 1887 Last Survey 19 Decr 1887
 Reg. Book. _____ (No. of Vists: 24)
169 on the Machinery of the S. S. Japanese Tons, Net 1214 Gross 1838
 If Surveyed Afloat or in Dry Dock Millwall Dock Vessel built at Newcastle in 1878 Engines made in 1878
 (State name of Dock.)
 No. of Main Boilers _____ Made in 1878 Donkey Boiler made in 18 _____ Working Pressure, Main Boilers 70 lbs.;
 Working Pressure, Donkey Boiler _____ lbs.; Owners Angier Line Port London
 Last Survey No. 649 Port Hav Class of Vessel and Machinery 100 A1-2, 87
 (As in Register Book.) LMC-3,86 BS-8,87

Particulars of Repairs and Examination Crank Shaft
 (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? _____

On examination found a flaw in fillet of Forward Crank
 extending half way round crank pin, & in after crank
 a flaw extending about 4" in fillets & also a flaw in web
 of after crank which had been compensated for by a stout
 strap fitted round round web.

The spare half crank shaft has now been fitted as
 the after crank, & the original after crank, which has had
 a suitable steel pin fitted through crank, has now been
 fitted satisfactorily as the forward crank.

General Observations, Opinion, and Recommendation:— The machinery being now,
 (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.)

as far as seen, in good and safe working condition renders
the vessel & machinery eligible in my opinion to remain as
classed, provided that the crank shaft is again seen on
the vessels return from her present voyage.

License or Registration Fee (per Sec. 27)	£ : :	Fees applied for <u>25. 12. 1887</u> received by me, <u>4/11 1888</u>
Survey Fee (per Section 28)	£ 1 : 1 : 0	
Special Damage, Fee (per Section 28)	£ : :	
Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

Thos Sh. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 23 DEC 1887 FRI 18 JUN 88

Assigned Remain as classed



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Insert Character of Ship and Machinery precisely as in the Register Book.

LON 681-0535

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.

It is submitted that this vessel
is eligible to remain as classed
Subject to the crank shaft
being again seen on
the vessels return
from present
voyage

MAJ
22.12.07



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF