

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

No. 127 Date of Writing Report 20 Dec 1887 Port of London
 No. in Survey held at London Date, first Survey 13th Dec 1887 Last Survey 19 Dec 1887
 Reg. Book. (No. of Visit: 4)

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 18 78 Engines made in 18 78
 (State name of Dock.)
 No. of Main Boilers 2 Made in 18 78 Donkey Boiler made in 18 78 Working Pressure, Main Boilers 70 lbs.;
 Working Pressure, Donkey Boiler 70 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? Yes

If this was not done, state for what reasons? None

And what parts of the Boilers could not be thus thoroughly examined? None

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? None

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 fillet & 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.

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

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

Assigned Remain as classed

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



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 craft shape
being again seen on
the vessels return
from present
voyage

Adg

22.12.87



© 2021

Lloyd's Register
Foundation

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