

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

(Received at London Office -1 MAR 1927)

Date of writing Report 25/1/1927 When handed in at Local Office 19 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 14/1/27 Last Survey 24/1/1927.

1820 on the Machinery of the ~~Knock Iron or Steel~~ SINGLE SCREW STEAMER "SAGA MARU" (No. of Visits Three.)

Gross Tonnage 2112 Net 1432 Vessel built at Toba. By whom Teikoku S.S.Co.Ld. When 1919 12.

Nominal Horse Power 258 MHP Engines made at Kobe. By whom Kobe Steel Works, Id. When 1919.

No. of Main Boilers 2 SB Boilers, when made (Main) 1919. (Donkey) --

Owners MURAO KISEN GOSHI KAISHA Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port FUNAKA Voyage

If Surveyed Afloat or in Dry Dock Both Murao Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) LMC & TS. *100A1 1,26 *LMC 1,26 TS(CL) 1,26

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.

Has a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 204 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? --

Did the Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boiler? --

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons --

Is the shaft now fitted new? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Good fit.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

NOW DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found in good condition.

Engines opened up for survey: Crank, thrust and tunnel shafting, all cylinders, pistons, valves and their faces and rods, condenser, pumps and piping examined and found or now placed in good safe working condition.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves and all found or now placed in good safe working condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:- H.P.piston packing ring renewed.

H.P. & M.P.valve chest bored out and valve rings renewed. P.T.O.

General Observations, Opinion, and Recommendation :- (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good safe working condition and eligible in my opinion to be continued as classed with fresh record of *LMC 1-27 and tail shaft (CL) seen 1-27.

Survey Fee (per Section 28) Yen 225:00 Fees applied for 25/1/1927

Special Damage or Repair Fee (if any) (per Section 28.) -- -- Received by me, 19

Traveling Expenses (if chargeable) (See Hull Report). -- --

Committee's Minute Assigned + LMC 1:27 FRI. 11 MAR 1927 FRI. 24 AUG 1928 Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to



*B.S. due 1. 27 now held
machinery examined.*

*It is submitted that
this vessel is eligible for
THE RECORD. + LMC 1.27.*

5/1.27.

*W.D.
2/3/27*

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 to cause it to show through to the other side.

Thrust shaft taken in shop, collars machined and all thrust shoes remetalled.
Four aft tunnel bearings remetalled.
20 condenser tubes renewed.
All (4) safety valve seats renewed.

Lower half of stem bush rewooded.

Y. Jo

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation