

# REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 22/10 1906 When handed in at Local Office 19 Port of Kobe  
No. in Reg. Book 46 Survey held at Kobe Date, First Survey 8/10 Last Survey 17/10 1906  
on the Wood, Iron or Steel Steamer Sagami Maru Master Captain

TONNAGE:— Built at Frankmouth By whom Frankmouth & Co. Ltd. When 1902  
GROSS 1934 Owners Rippon Yusen Kaisha Port belonging to Tokio  
UNDER DEK. 1529 Owners Address  
NET 1140 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Both Name of Dock Kawasaki Destined Voyage DISCLOSED SECTION 96  
WB=Cell DBor DBa 66 feet; uE&B 38 feet; f 112 feet; }  
total capacity 401 tons. FPT tons; APT 68 tons; MT feet tons. }  
N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 865 Port Yokohama  
(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)  
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? also whether any damage report was made, and, if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR periodical & docking surveys. Hull plating in dry dock, scraped fore and aft, found in good order and painted. The usual two docking coats. Cables lashed and with anchors, found in good order and in accordance with the requirements. Rudder light found good and replaced. Inboard, holds and ports cleared and bunkers in places, ceiling light here and there and helix and tank tops found good throughout. Tanks and ports examined and found in good order, the cement washing from the previous docking being still quite good. Green deal tops in good order and painted. Bulkheads, sluices, W.T. doors, air, filling and sounding pipes all examined and found or placed in good order. The deck in good

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	<u>Good</u>	<u>Good</u>	(State if on Fell.)
Caulking of Decks			When put on, Month Year
Waterways			Boats
Coamings			Masts, Yards, &c.
Beams & Fastenings			Condition, how ascertained
Outside Plating			(State if wedges removed)
Caulking of ditto			Sails
Rivets			Equipment letter
Breasthooks & Crutches			Anchors, No. of
Transoms			Cables (State if now ranged)
Frames			„ length (on board) size
Reverse Frames			„ Rule length (per Table 22) size
Floors			Hawsers & Warps
Keelsons			Standing & Running Rigging

Stringers	<u>Good</u>	Dblg. Plates under Sounding Pipes	<u>Good</u>	Copper, or Y.M. of Wood Vessels
Inner Bottom Plating		Engine Room Skylights		(State if on Fell.)
State if Tanks have been examined inside	<u>Yes</u>	Coal Bunkers, Open'gs, Lids, &c.		When put on, Month Year
State if Tanks now tested	<u>No</u>	Scuppers		Boats
Bulkheads	<u>Good</u>	Cargo Hatchways		Masts, Yards, &c.
Ceiling		Hatches		Condition, how ascertained
Cement or Asphalt (State which.)		Planking of Wood Vessels		(State if wedges removed)
Rudder		Caulking	ditto	Sails
Windlass		Treenails	ditto	Equipment letter
Have Pumps now been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson	ditto	Anchors, No. of
Have Sluice Valves now been examined and found efficient?		Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)
Have Watertight Doors now been examined and found efficient?	<u>Yes</u>	Timbers of Frame at openings	ditto	„ length (on board) size
		Ditto ditto at other places	ditto	„ Rule length (per Table 22) size
		Stringers, Clamps & Shells	ditto	Hawsers & Warps
		Salting (State if examined.)	ditto	Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—  
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—“to remain as now classed in the Register Book without fresh record of Survey,” “to remain as classed and to have record of survey, 1,98,” or “to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c.”  
The hull being in good order and condition as described, throughout, I recommend that she be continued as classed, with the record of 10, 06.

Office Fee (if chargeable) per Scale II., Sec. 27 £  
Survey Fee (per Section 22) £ 105.00  
Special Damage or Repair Fee (if any) £  
Travelling Expenses (if chargeable) £  
Second Surveyor's Fee (if any) £  
Fees applied for, 17/10 1906  
Received by me, John Selerton  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
Committee's Minute FRI NOV 30 1906  
Character Assigned 10001  
+ L.M. 6. 10. 06



order fore and aft: caulking tried in places and found hard.  
Windlass, steering gear throughout, boots and their gear in  
good order, no repairs being necessary. Deck pumps, pipes and  
cans in good order.

The keels, in hull, masts, rigging, anchors, chains, haws,  
warps, windlass, steering gear, boats and their gear, pumps,  
pipes, sluices, &c. &c. &c. and equipment generally, is in good  
order and condition.

*J. C.*

**THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.**

## ANCHORS.

ANCHORS.																	
Number of Certificate.	Anchors. *	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream .....																
	Kedge.....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]