

Rpt. 9. No. 544
Report of Survey for Repairs, &c., of Engines and Boilers.
MON. 26 NOV 1906

(Received at London Office)

Date of writing Report 22/10 1906 When handed in at Local Office 10 Port of Kobe
 No. in Reg. Book 46 Survey held at on the Machinery of the Wood, Iron or Steel *Stamer Sagami Maru* Master Stamer Sagami Maru
 Date, First Survey 27/10 Last Survey 17/10 1906 (No. of Visits 4)
 Tonnage { Gross 1924 Net 1140 Vessel built at Jeppangmouth By whom frank. & Jnt. D. & Co. When 1902 YEAR. MONTH.
 Registered Horse Power { 248 Engines made at Osaka By whom Coper & Co. When -
 No. of Main Boilers 2 Boilers, when made (Main) 1902 (Donkey) 1902
 No. of Donkey Boilers 1 Owners Shippin Co. Ltd. Port Tokio Voyage -
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock at Kobe (State name of Dock.)
 in Donkey Boilers 80

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys. | Years since last survey expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|----------------------------------|--|
| <u>+100, A.I.</u> | | |
| <u>SS Yr. No. 1-05</u> | | <u>+L.M.C. 10, 05</u> |
| <u>10, 05</u> | | |

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any)

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.

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? _____

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 Do. " " Donkey " " " " as far as possible

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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 170
 Did the Surveyor examine the Safety Valves of Donkey Boiler? " To what pressure were they afterwards adjusted under steam? 80

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has the propeller shaft been drawn and examined at this time? No. If spare propeller shaft fitted, state whether new? _____

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? to full.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Engines and boiler opened

throughout for examination: The propeller shaft was not drawn, having been out last year, but, so far as could be seen, was, with the propeller, in perfectly good order. The engines were found in very good order generally, no repairs being necessary beyond tracing a few flanges and unions of some small copper pipes. Sea connections all opened up, cleaned, found good, touched up and replaced. Main and donkey boilers opened up and cleaned out throughout, in both fire and water spaces and found in very good order generally with the exception of the bondings of the shell and end plates of both main boilers at the bottoms at both ends. There had been leaking badly and we said to have pinew trouble from the first. The plate edges and a large number of rivets have been cut as usual, but have pointed out to the Company's local Superintendent that

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. 900, B.&M.S. 900, or L.M.C. 900, the engines and boilers of this vessel being in good order and condition, as described, I recommend that the record of

on Registration Fee (per Sec. 27) £ _____
 Survey Fee (per Section 28) £ 4/05
 Special Damage or Repair Fee (if any) (per Section 28) £ _____
 Travelling Expenses (if chargeable) £ _____

Fees applied for
17/10 19
 Received by me, 20/10 1906

*State if Certificate is required _____
 Committee's Minute _____
 Assigned +L.M.C. 1006

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



W1574-0086

*Certificate to be sent to

It is submitted that
this vessel is eligible for
THE RECORD

H. L. M. C. 1086

Wm. L. S.
26. 11. 06

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in cases such as this where the rivets are not solid in the holes, and the constant see-saw going on every time in getting up steam and lowering it again that hard light-headed caulking is useless, and that it will be necessary sooner or later to renew these rivets, cleaning out the holes some to make a solid job of them, and have the caulking properly done with good two handed caulking, and exercise great care in raising steam. The steam pressure of the main boiler is now 170 lbs only, instead of 180 lbs., and is said to have been lowered 10 lbs. last year by the Jap. Gov. Surveyors, because the shell plates are too thin according to their rules!! All mountings of main and donkey boilers opened up and found in good order generally, with the exception of the main boiler safety valves and seats, all of which have been renewed on this occasion. The donkey boiler is in good order throughout. The safety valves were then set under steam to 170 and 80 lbs. respectively. The engine, in cylinders, pistons, valves, rods, squandles, motion, crossheads, guides, top and bottom ends, crank, shaft, tunnel and tail shafting and all bearings: propeller and condenser, air, fire, feed, bilge ballast and donkey pumps, sea connections, main and donkey boilers and their mountings, are in good order and condition, agreeably with their requirements.

J. S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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