

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

(Received at London Office)

28 MAY 1929

Date of writing Report 7/5/1929 When handed in at Local Office 7/5/1929 Port of Kobe.  
 No. in Reg. Book. Survey held at Imoshima. Date, First Survey 22/4/29 Last Survey 2/5/1929.  
 82969. on the Machinery of the ~~Wood Iron or Steel~~ SINGLE SCREW STEAMER "SAIGON MARU" (No. of Visits Three.)  
 Tonnage { Gross 4466 Net 2757 Vessel built at W. Hartlepool. By whom Furness Withy & Co. Ltd. When 1901 3  
 Nominal Horse Power { 380 NHP Engines made at Middlebro. By whom Sir C. Furness, Westgarth When 1901  
 No. of Main Boilers 3 SB Boilers, when made (Main) 1901 (Donkey) NDB '09 fitted 11  
 No. of Donkey Boilers -- Owners Chutaro Nakano. Owners' Address (If not already recorded in Appendix to Register Book).  
 Steam Pressure in Main Boilers 180 lbs Managers Machida Shokai Kabushiki Kaisha. Port Amino. Voyage  
 in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Mitsumoshu Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, TS &amp; S.R.L.

(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 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?

Was a damage report made by anyone else? 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 " " " " "

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? 185 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? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, 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 --

Has the shaft now fitted been previously used? --

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 ligum vitae of stern bush and top of after bearing of screw shaft? 3/16"

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 in good condition.

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

All cylinders, pistons, valves and their faces and rods, crank, thrust and tunnel shafting, condenser, pumps and piping examined and found or now placed in good safe working condition.

The 3 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.

S.R.L.: Donkey boiler was removed from ship in February, 1928. See Kobe report No. 6001.

## REPAIRS DUE TO WEAR AND TEAR:-

L.P. piston packing ring renewed.

H.P. guide shoe remetalled.

One tunnel bearing remetalled.

P.T.O.

## General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(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.)

vessel are in good safe working condition and eligible in my opinion to be continued as classed with fresh record of LMC 5.29 and tail shaft (CL) seen 5.29.

Survey Fee (per Section 28) yen 240:00

Fees applied for 7/5/1929

Special Damage or Repair Fee (if any)

(per Section 29)

(See Hull Report).

Received by me,

Travelling Expenses (if chargeable)

19

Committee's Minute FRL 7 JUN 1929

Assigned

+ L.M.C. 5.29

CERTIFICATE WRITTEN.

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W583-0024



Centre Boiler:- front end plate under C. furnace cropped and part renewed by O.A. gas welding and riveting.

Port Boiler:- port com. back plate flanged part 15" x 6'-0" long vertically cropped and renewed, by O.A. welding and riveting.

About 50 screw stays in 3 Boilers renewed.

Y. Jo

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Examiners

11/10/29

11/10/29

11/10/29

11/10/29



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