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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

JFH

24th March, 1927.

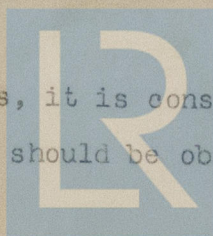
Dear Sir,

With reference to New York report No. 27299 on the motorship "SAGAMI", which has been submitted to the General Committee for confirmation at their meeting to-day, I am directed to acquaint you that while the scantlings generally are slightly below the Committee's practice for longitudinally framed cargo vessels (which are not specifically provided for in the Rules), yet as the vessel has been in service for 14 years and has been found to be in good condition, the scantlings and arrangements have been approved.

At the same time, I may point out that the depth of the centre girder in the double bottom is 43", as indicated on the plans, and it is thought that the depth of 38" given in the first entry report is in error.

No particulars are given of the weights of the first and second bower anchors, and although the certificates for the equipment were not available, it is observed that the equipment was not tested.

In the circumstances, it is considered that either certificates for the equipment should be obtained or arrangements



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ld be made for the equipment to be tested.

As regards the machinery, the notations
"2.27" and "DBS 2.27" have been assigned subject to
ded pistons Nos.1, 2 and 4 port main engine, and
.1 and 4 starboard main engine, and the welded spacer head
2 port main engine being examined on the vessel's return
fore the end of May 1927. As the machinery notations
e not strictly in accordance with the minute, I shall be
ad to receive from you a confirmatory note that the above
entioned amendments are in order.

I am, Dear Sir,

Yours faithfully,

Secretary.

James French, Esq.,

NEW YORK.



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