

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

(Received at London Office)

of writing Report 26 Feb 1927 When handed in at Local Office 26 Feb 1927 Port of New York
in Survey held at New York Date, First Survey 30 Sept 1926 Last Survey 25 Feb 1927
(No. of Visits 20)

28 on the Machinery of the Wood, Iron or Steel M/V SAGAMI ex SECUNDUS
Gross 4453 Vessel built at Hamburg By whom Blohm + Voss When 1913 1914
Net 2749 Engines made at do By whom do When 1913
Final Power 190 Boilers, when made (Main) (Donkey) 1913
Main Boilers - Owners Sagami Navigation Co. Inc. Owners' Address 17 Battery Place New York City
Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book)
Pressure - Port New York Voyage Savannah
Main Boilers - If Surveyed Afloat or in Dry Dock Moore Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. LMC Port New York
Particulars of Examination and Repairs (if any) LMC

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where damage cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? -

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

Do the same for Donkey Boilers? yes

Where was not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? -

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? -

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

Has the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 120 lbs

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

Has the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? yes

Has the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boiler? yes

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? lines Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has the 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? -

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? close.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? The acetylene welded pistons in No 2 & 4 cylinders of Port Engine, & in No 1 & 4 cylinders of Starboard Engine (counting from aft) & the acetylene welded spacer head in No 2 cylinder of Port Engine to be again examined on vessel's return from her present voyage, or in 3 months time whichever is the sooner. W.T. Tube Donkey Boiler to be annually surveyed.

Work done Vessel placed on dry dock. Tail shafts drawn (OG) examined & found good. White metal stem bushes replaced by new lignum vitae lined bushes.

Propellers, stem bushes, sea cocks & their fastenings examined & found good.

Examined the cylinders, pistons, covers, valves, valve gears, connecting rods & their brasses, crossheads, guides, pumps, crank thrust & intermediate shafting & found or made good & safe. 5 working & 3 spare pistons have been repaired by electrical grinding & are safe at present, but they should be again examined on vessel's return.

General Observations, Opinion, and Recommendation:—

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, E.&M.S. 9,11, or L.M.C. 9,11, 149 lb., F.B., &c.)
Machinery of this vessel is now in good & safe working condition & eligible in my opinion to receive the notations LMC MS 2.27 DBS 10.26 & (OG) 10.26 in the Register Book, subject to welded pistons & spacer head noted being again examined on vessel's return, or in 3 months time.

(per Section 25)..... } Included Fees applied for
Damage or Repair Fee (if any)..... } in 10
(per Section 25.)..... } Classification Received by me, 19
Expenses (if chargeable)..... } Fees

John S. Heck
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR - 2 1927
Signed LMC MS 2.27 D.B.S. 10.26 T.S. 10.26

subject
CERTIFICATE WRITTEN
see also APR 29 1927
Lloyd's Register Foundation
W238-0200(112)

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

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

hull of

M/V SAGAMI

12 MAR 1927

Cylinders pistons & valves of air compressors examined & found or made good

Auxiliary engines & compressors examined & found or made good

Air receivers examined internally & externally & found good

Daily service tanks examined & found good.

Pumping arrangements examined & found or made good.

Engines tried at sea for 8 hours at 110 R.P.M & found satisfactory.

Water Tube Donkey Boiler & its mountings tested to 240 lbs, examined & found in good condition, & its safety valves afterwards adjusted under steam to 120 lbs at Owners' request.

Work now done Both crank shafts lifted. Starb^t Crank shaft re-bedded

Port Crank shaft bearings re-metalled & re-bedded.

8 pistons in all found cracked in crown, & one spacer head repaired by acetylene welding. A number of piston rings renewed.

Both main compressors laced out, HP pistons renewed, & all piston rings renewed

Air coolers, & oil coolers overhauled & repaired.

Two fresh water cooling pipes renewed.

Auxiliary engines completely overhauled, & all crank shaft bearings re-metalled.