

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

(Received at London Office 30 DEC 1941)

Date of writing Report 12th 1941. When handed in at Local Office 1941. Port of New York
No. in Reg. Book Survey held at New York Date, First Survey 28th Dec. Last Survey 3 Nov. 1941
(No. of Visits 3)

22564 on the Machinery of the Wood Iron or Steel S S Sagadahoc
Gross Tonnage 6270. Net 3969. Vessel built at Bath Va. By whom Tupper & Co. When 1918.
Engines made at Buffalo N.Y. By whom H.G. Tink Co. When 1918.
Boilers, when made (Main) 1918. (Donkey) ✓
Owners American South American Lines. Managers Port New York. Voyage
If Surveyed Afloat or in Dry Dock (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Last Report No 1313. Port N.Y.K.

Particulars of Examination and Repairs (if any) B.S.

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.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
F. 110 A. 1. 4. 11. 11. 11.		H.L.M.C. 3-39.
Deck with fuel tank		B.S. 1-41
9-10 6-41		T.O.S.L. 9-38.
S.S. Bal. N° 6. 8-30		5-41
S.S. Bal. N° 2. 5-30		
Fitted with oil fuel 7-18-41		
150° F.		

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? ✓

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? ✓

State latest date of internal examination of each boiler. 24th Oct. 31st Dec. 1941 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? 190 lbs per sq in

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? ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

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

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

Has shaft now been changed? ✓ 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 date of examination of Screw Shaft. ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. ✓

Engine parts, when referred to by numbers, should be counted from forward. ✓ Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. B.S. outlay. New donkey.

Both Centric Starboard boilers examined internally and externally including all boiler mountings safety valves, manholes, doors and their fastenings. Safety valves adjusted under steam to 190 lbs per square inch.

Oil fuel system pumps, piping, valves, control valve, examined under working conditions and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to be remain as now classed with

fresh work of B.S. 11-41

Survey Fee (per Section 29) £ 45.00 : : Fees applied for (per Section 29.) £ : : Received by me, James Campbell, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned B.S. 11, 41.

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

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



