

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME SPRINGBANK ex SAMSPELGA REPORT Hul No. 52532

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This "SAM" type vessel was built in March 1944 to American Bureau requirements, and classification with this Society is now desired.

The vessel has been examined in dry dock, but the sea connections were not opened up. The screwshaft has been examined, also the LP cylinder and piston.

The Boiler Survey and Electrical Survey have been carried out and First Entry reports thereon examined. The details shown are similar to previous vessels of this type which have already been accepted.

It is submitted this machinery is eligible for the notation "Examined 11.47" (Class Contemplated) and B.S. 11,47 ^a 5(CL) 11-47 now, and will be eligible for the record LMC (with date) when the machinery survey has been completed.

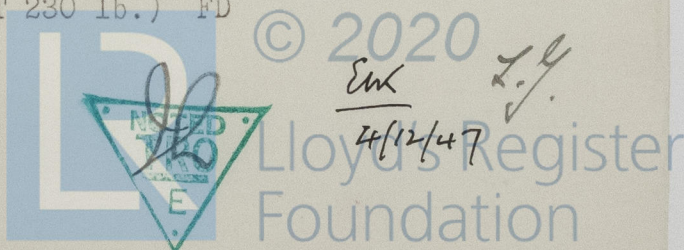
A First Entry Report on the machinery is required.

To complete the Machinery Survey, all Rule requirements remain to be carried out with the exception of the examination of the LP cylinder and piston.

Note for S.R.L. Steam pipes to test about 3.52.

The Hull Surveyors should be informed that the shafting of "SAM" type vessels and "FORT" type vessels has been approved for a working pressure of 230 lbs. per sq. in. at the superheater outlet, and the superheater safety valves should therefore be adjusted to 230 lbs. per sq. inch, plus the usual 3% allowance, and they should be requested to bear this in mind in all future cases. X

Insert in R.B. 2 WTB 250 lbs. (SPT 230 lb.) FD
HS 10233 sq. ft.



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