

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

 Lis. 4491
 Cpn. 11585
 " No. 12215
 " 12226

VLS NAME "SAMEIRO" REPORT

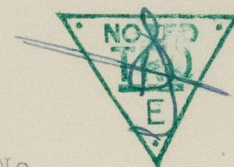
marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(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.)

Type of Engine Oil Engines 2 S.C.S.A.

9 Cyl. 24 $\frac{7}{16}$ " - 41 $\frac{1}{4}$ " 45 $\frac{1}{4}$ CRM

MN 1015

~~If-Boilers-fitted-with-forced draught-~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

The engines were constructed prior to the Rules for torsional vibration coming into force. The Owners should be advised accordingly and our services offered to carry out the necessary investigation should it be desired.

In the meantime the certificate should be endorsed "Torsional vibration characteristics not investigated".

This vessel's machinery was constructed in Denmark under the supervision of this Society's surveyors during enemy occupation. In accordance with the arrangements made with the Danish Committee, it is considered the distinguishing mark + could be assigned to the machinery in this case.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed +LMC 1.48,

3 DB 180 lb.

E made 1943, fitted 1948



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 6.4.48.
 Lloyd's Register
 Foundation

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