

Received by Chief Engineer Surveyor.....

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Mdb. 19279  
 Lon. 120864, 3.  
 Mch. 14275  
 Gls. 75402  
 Brm. 121

VESSEL'S NAME "SAN SALVADOR" REPORT No.

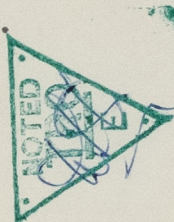
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 One steam turbine connected to electric motor and screwshaft.

HS 10072

MN 1704



If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the shafting installation of the main machinery have been approved in the Secretary's letter of 6.1.47 for a service speed of 120 R.P.M.

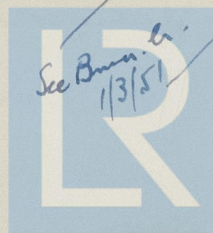
The torsional vibration characteristics of the Diesel generator set have been approved in the Secretary's letter of 9.7.48 for a service speed of 625.

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 12.50,  
 2 WTB 560 lb. (Spt.) 550 lb. F.D.  
 DB 155 lb.  
 "Fitted for oil fuel 12.50, F.P. above 150°F"  
 "Carrying petroleum in bulk"

The Middlesbrough Surveyors should be asked for their comments on the following:-

- 1) Is the screwshaft 18" diameter as reported, or 18½" as approved?
- 2) Please state length of sternbush, for record purposes.
- 3) Are the safety valves on the main boilers of High Lift type as reported, or Improved High Lift type as approved?



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