

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "SAN LORENZO" REPORT Rot. 33544
Ams. No. 17429
Cpn. 13254

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 2 Oil Engines 2 S.C.S.A.

each 5 ~~10~~ Cyl. 29 $\frac{1}{8}$ " - 63"

MN 1608

~~If Boilers fitted with forced draught~~

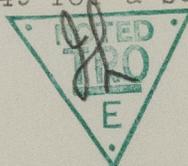
Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 7. 7. 50 for a service speed of 115 R.P.M., provided a notice board be placed at the control station stating that the engine must not be run continuously between 51 and 62 R.P.M.

The Machinery Certificate should be endorsed accordingly and a suitable note placed in the S.R.L.

Similar calculations for the 230 KW generator sets were approved in the Secretary's letter of 11. 7. 49 for a service speed of 425 R.P.M.



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 3.51,

"Carrying petroleum in bulk"

2 WTDB 180 lb.

2 DB 180 lb.



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13. 6. 51.

Lloyd's Register
Foundation

010652-010661-0016