

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

'S NAME "SAN FLORA"

REPORT

Kel.

1476

Bbo.

No. 11970

The 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

Oil engines 4 SCSA.

6 cylinders 385 - 580mm.

MN. 230.

~~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 letters dated 12.1.56., and 27/8/56 for a service speed of 300 RPM.

The two 65 KW. generator engines were not built under survey but are of an approved standard type. They have been opened out and examined and the crankshaft material has been tested and found satisfactory.



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 6.56. ✓

Note for SRL.

One 45 litre extinguisher to be installed in machinery space. The Fire Extinguishing arrangements are deficient by one 45 litre foam extinguisher in the machinery space and the Surveyors should be requested to advise the Owners and ask them what arrangements they propose to make to install this extinguisher.

The Surveyors should also be asked to confirm the number of branch suction that can pump out the bilges in the machinery space. This number is shown as seven on the Report.