

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "SAN TOME" REPORT

Bal. 9069  
N.Yk. 49351,52  
Clv. No. 1373  
Bos. 4281

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 Steam turbines with D.R. gearing.

H.S. 21130 sq.ft.

MN 3240

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 main propelling machinery were approved in the Secretary's letter of 14. 7. 49 for a service speed of 100 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 2.50

"Fitted for oil fuel 2.50, F.P. above 150°F"

"Carrying petroleum in bulk"

2 WTB 675 lb. (Spt. 600 lb.) F.D.

Note for S.R.L.

"Steam Generator" to be considered as "Scotch B" for survey purposes.

Compressed Air Tank to be examined at each Special Survey.

*Economisers to be examined at each M.B.S.*

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24. 4. 50.

Lloyd's Register  
Foundation

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