

Received by Chief Engineer Surveyor.....

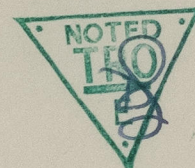
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VESSEL'S NAME "SAN ANTONIO" REPORT Got. No. 14499

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 2 S.C.S.A.

8 Cy. 26 $\frac{5}{4}$ " - 59 $\frac{1}{16}$ "

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 construction of the machinery under Special Survey was commenced in January, 1940 and has recently been completed. The vessel has been recommended for the notation "Launched 1941", "Commissioned 1945 - 12 mo."

Selected parts of the machinery have been examined recently; the donkey boilers examined internally 9.45 and the screw shaft examined 11.45; and no deterioration found.

The main crankshaft was made by Skoda Works 7.40 and tested by the Prague Surveyor, and the air receiver material made by Witkowitz and tested by the Vienna Surveyor 10.39. At that time certificates for such material were accepted as valid.

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 12.45

2 D.B. 150 lb.

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