

m.9.49.

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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "GENERAL SAN MARTIN"

REPORT Liv. 132467
Lon. 121259
Mch. No. 14258
Gls. 75668

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 2 steam turbines with D.R. gearing to one screw shaft.

HS 12618 sq.ft.

MN 1581

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 an endorsement dated 9. 3. 51 for a service speed of 111 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 1.51,
"Carrying petroleum in bulk",
"Fitted for oil fuel 1.51, F.P. above 150°F"
2 WTB 480 lb. (Spt.450 lb.) F. D.
2 DB 150 lb.

The Liverpool Surveyors should be asked to comment on the following:-

- 1) It is concluded there are three direct bilge suction in Engine room, viz:- 1 @ 9", 1 @ 6" and 1 @ 4", as referred to in the Secretary's letter of 10. 6. 49.
- 2) The correct MN appears to be 1581. X

*See his. Lr.
27/2/51.*

Ent *2-2*



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Lloyd's Register Foundation

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What pipes pass through the deep tanks..... Have they been tested as per rule.