

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "IVAN" REPORT Got. No. 14912

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.  $9\frac{13}{16}$ " -  $16\frac{9}{16}$ "

MN 136.

~~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 torsional vibration characteristics have been amended and approved. (See endorsement with Nos. 352, 355, 356 and 359 Kalmar Varv. dated 6. 6. 46.)

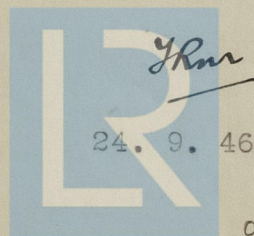
A notice board should be fitted at Control Station stating that the main engines be not run continuously between 120 and 145 rev. per min.

The machinery requirements for notation "Strengthened for navigation in ice" have been complied with.

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  $\bullet$  LMC 8.46.

IT IS FURTHER SUBMITTED the machinery certificate be endorsed and an insertion made in S.R.L. viz:-

The main engines not to be run continuously between 120 & 145 rev. per min.



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Lloyd's Register  
Foundation

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