

1 E

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME

"ISE MARU"

REPORT

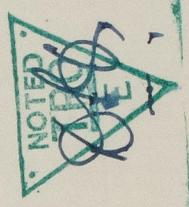
Kob.

No. 2325

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, 24/5/02.)

Type of Engine Oil engine 2 S.C. S.A.  
10 Cylinders 29 15/16" - 61"  
New M.N. 1900.



~~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 of 2.6.54 and 25.1.55 for a service speed of 118 RPM.

Similar calculations for the 330 K.V.A. generator were approved in the Secretary's letter of the 2.4.54 for a service speed of 450 RPM.

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 6,54  
D.B. (WT) 356 lbs.  
D.B. 128 lbs.  
"Carrying Petroleum in Bulk".

gs  
27.1.55.

Note for S.R.L:- Exhaust gas economiser to be examined at 4 years, ✓  
6 years and yearly thereafter.



© 2021

Lloyd's Register Foundation

008863-008870-0138

rocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times

Yes ✓