

1 E

Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME 'ISEBEK'

REPORT

Ham. 1884

Kel. 418

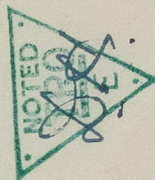
Augsburg. No. 3586/38

Busseldorf

If the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and 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.)

Oil Engine 4 SCSA with SR gearing.  
 8Cyl. 11 $\frac{3}{16}$ " - 16 $\frac{7}{16}$ "  
 New MN 104.

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No.

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 18.8.52 for a service speed of 375 RPM and a propeller speed of 188 RPM, provided notice board be fitted at the control stating ~~stating~~ that the engine is not to be operated continuously below 140 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.

The machinery requirements for the 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

+LMC 4.52.

Carrying Petroleum in Bulk.

"Strengthened for Navigation in Ice."

DB 128 lb.



© 2021

ADU

Lloyd's Register  
Foundation

20. 8. 52.

010037-010045-0062