

Trade for which Vessel is intended

Ocean going

STEAM TURBINE ENGINES, &c.—Description of Engines

HP+LP Turbines, D/R Geared to one Sc.

1m.6.44

Nwc. 102944  
" 102396  
Mch. 12059  
" 11994  
" 12017

1 E

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "EMPIRE ALLENBY" REPORT Gls. 67969  
Sld. No. 34236

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. D.R. geared to 1 sc. shaft.

1226. M.N.

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

As in the case of the sister vessel "EMPIRE CHIEFTAIN" the working pressure of the boilers has been increased beyond that originally approved in order that the designed power may be reached. Alterations approved in endorsement dated 11.11.43.

This vessel's machinery appears to have been built in accordance & M.O.W.T. specification with the Rules and the approved plans, and it is submitted she is eligible to be classed L.M.C. 6.45

Fitted for oil fuel 6.45 F.P. above 150°F.

2 W.T.B. 490 lb. (Spt. 475 lb)

D.B. 105 lb.

Insert in S.R./L. Economiser to be examined at B.S.

11.7.45



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Are the Bilge Suctions in the machinery space led from easily accessible man-ports, placed above the level of the working floor, with straight run pipes to the bilges Yes  
Are all Sea Connections fitted direct on the skin of the ship Yes  
Are they fitted with Valves or Cocks both  
Are the Overboard Discharges above or below the deep water