

Brake Horse Power

4500. ✓

Owners

Min. of War Transport
ANGLO-SAXON PETROLEUM Co

Port belonging to

Im-6.44

1 E

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "EMPIRE CHANCELLOR"

REPORT

Nwc
Sld

103015

No. 34238

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.D.A.

5 Cy. 27 9/16" 47 1/4"

~~If Believers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of }
approved type No

MEMO:-

The torsional vibration characteristics of the main engines have been examined in conjunction with torsigraph records for the sister vessel "EMPIRE INVENTOR" and found satisfactory.

Endorsement dated 21.2.44

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 7.45.

2 D.B. 180 lb.



It is submitted that the Surveyors be requested to forward the machinery forging reports, certificates etc.

1.8.45.

John Bell



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Lloyd's Register
Foundation

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from occurring the vessel's

Main Air Compressors, No. Nil ✓ No. of stages _____ Diameters _____ Stroke _____ Driven by _____

Auxiliary Air Compressors, No. Two ✓ No. of stages 3 (each 120 cub. ft.) Diameters 1 1/2" 9/4" 2 3/4" Stroke 7" Driven by _____