

1m.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 $\frac{9}{16}$ " 47 $\frac{1}{4}$ "~~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

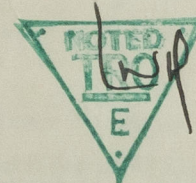
REMARKS:

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 and specification 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

003591-003598-00017

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from circulating the machinery?

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 1/2" 2 3/4"

Stroke

7"

Driven by