

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "EMPIRE FITZROY"

REPORT

Gls. 70041

Ips. No. 112872

Mch. Nos. 12244 & 12250

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.S.A.
4 Cy. 13 3/8/ - 22 7/16"
M.N. 125

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No
If fitted with an outside gland of } Yes
approved type

The torsional vibration characteristics of the main engines were examined in conjunction with the firm's calculations for duplicate sister vessels "EMPIRE BELGRAVE" & "EMPIRE CAMPDEN". Torsiograph records were taken from a sister vessel "EMPIRE CAMPDEN" and found satisfactory.
See endorsement dated 24.8.45.

This vessel's machinery appears to have been built in accordance with the Rules and the approved ^{& specifications} plans and it is submitted she is eligible to be classed **LMC 10.45**
2 D.B. 180 lb.

The calculations for torsional stresses in the shafting of the two Russell Newbury auxiliary engines in this vessel have not been submitted for consideration. In the case of a sister vessel "EMPIRE BELGRAVE", the Committee classed the vessel without qualification in this respect but that the Owners should be advised accordingly.

As this case is identical it is submitted the Glasgow Minute be confirmed.

It is concluded that additional means are provided for circulating cooling water through the main engines and that a spare lubricating oil pump has been fitted, but this should be confirmed.

The dynamo test sheets will be forwarded later.

Received
J.H.M.



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Y.R.M. Bell
7.11.45

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