

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME

*Empire Gal-*

Rpt.

*pls. No. 61093**No. 63686*

Marks 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, 24/5/32.)

*109223*  
*109309*

Type of Engine

*Oil Engine 2 S.C.S.A.  
5-C. 13  $\frac{3}{8}$ " - 22  $\frac{7}{16}$ "*~~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

*After running acceptance trials it was found that the fore-auxiliary oil engine had developed a serious crack in the cylinder casting. Temporary repairs were not considered practicable.*

This vessel's machinery appears to have been built in accordance

*+ M.O.S. Specification*

with the Rules and the approved plans, and it is submitted she is

eligible to be classed *+ LMC 4.41* subject to the fore-auxiliary engine being removed.

*The electrical equipment report is in the Builders hands & will be forwarded later, but the Surveyors state the installation has been fitted under special survey.*

*It is concluded additional means are provided for circulating water through the main engines, but this should be confirmed by the Sls. Surveyors. It is also concluded that the remaining auxiliary engine is sufficient for essential services at sea, but this should also be confirmed.*

*The Sls. Surveyors state that the auxiliary engine have been constructed under special survey, but the report has not been received from them.*

*See L.L. dated 21-5-41  
from Mr. R. Betts.*

*30/4/41*