

COPY

GLASGOW

11th September, 1945

Dear Sirs,

I beg to acquaint you that the cases of the Tankers "EMPIRE BELGRAVE" and "EMPIRE CAMPDEN" have recently been placed before the Committee, and that the question of the acceptance of the auxiliary engines of these vessels so far as torsional stresses in the shafting are concerned, has received very careful consideration.

The three auxiliary engines of each vessel, viz. two Russell Newbury engines and one Davey Paxman, were constructed under Special Survey in accordance with the approved plans and the requirements of the Society's Rules, except that the calculations for torsional stresses in the shafting of the two Russell Newbury engines have not been submitted for consideration.

It is found, however, that the whole of the electric current used for essential purposes at sea could be supplied by the Davey Paxman engine alone or by the Russell Newbury engines combined, and in view of this duplication of the powers of these engines it has been agreed to accept them without qualification in these two cases.

In the circumstances, the "EMPIRE CAMPDEN" has been classed +100A1 8,45 "with freeboard", "Carrying Petroleum in Bulk", "Longitudinal Framing at Bottom and at Deck" Lloyds A & C P, and records of + L.M.C 8,45, Oil Eng., 2 D.B 180 lb., and the "EMPIRE BELGRAVE" +100A1 6,45 "with freeboard", "Carrying Petroleum in Bulk", "Longitudinal Framing at Bottom and at Deck", Lloyds A & C P, and records of + L.M.C 6,45, Oil Eng., 2 D.B 180 lb.

I am, Dear Sirs,
Yours faithfully,

Messrs. A. & J. Inglis, Ltd.,
Polnhouse Shipyard,
GLASGOW.

Similar letter to:
Anglo Saxon Petroleum Co. Ltd.

Secretary to the
Glasgow Committee

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