

6th September, 1945.

Dear Sir,

Reverting to your letter of the 18th and mine of the 25th ultimo regarding Glasgow First Entry Report No. 69670 on the tanker "EMPIRE BELGRAVE", I have to acquaint you that the question of the acceptance of the auxiliary engines of this vessel so far as torsional stresses in the shafting are concerned has been very carefully considered.

The three auxiliary engines, viz: two Russell Newbery Engines and one Davey Paxman were constructed under Special Survey and in accordance with approved plans and the requirements of the Rules, except that the calculations for torsional stresses in the shafting of the two Russell Newbery 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 Newbery engines combined, and in view of this duplication of the powers of these engines and of the impending issue of a print to the Technical Committee submitting that the calculations for torsional stresses in the shafting of auxiliary engines of the powers fitted in this vessel need not be submitted for consideration, the Chairman has agreed to accept them without qualification in this instance. He considers, however, that interested parties, including the Owners' Representatives should be acquainted with the concession and I shall be glad if you will arrange for this to be done.

The Glasgow Committee Minute of the 24th July in this case is accordingly confirmed but with the deletion of the word "Subject" against the notation of GLMC 6,45.

Yours faithfully,

The Secretary,
GLASGOW.

Clerk to the
Classification Committee

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