

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

ESSEL'S NAME *Empire Townsend* REPORT *Hull. No. 52108*
Hull. No. 11416
Nottingham "C. 1361"

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

Pet Engine 2 S.C.S.A.
5 Cy. 10½" - 13½"

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

No

If fitted with an outside gland of }
 approved type

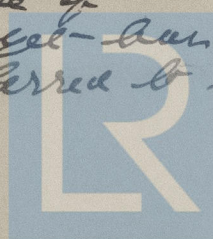
Yes

This vessel's machinery appears to have been built in accordance
 with the Rules and the approved plans, ^{8 M.O.W.T. Specification} and it is submitted she is
 eligible to be classed *+ LMC 8.43.*

X The question asked regarding auxiliary engines
 and compressors in the case of the sister vessel
"Empire Laird" applies to this vessel also.
See L.L. 2/9/43

X The Hull Surveyors state that the dynamo
 test certificate has been forwarded with the
 report, also in the case of the "Empire Laird",
 but these have not yet been received, and the
 matter should be referred to the Surveyor.

*Recd. 6/9/43
 Gen. Engr. for L.L.
 vessels.*



Lloyd's Register
 Foundation

014513-014530-0303