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Received by Chief Engineer Surveyor.....

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ESSEL'S NAME *Empire Laird*

REPORT

Hull No. *52094*
Hull No. *11411*
Nottingham No. *C.1216*

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.
5 Cy. 10 1/2" - 13 1/2"



~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

No

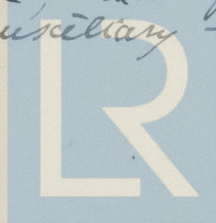
If fitted with an outside gland of approved type

Yes

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed *+ LMC 7.43.*

Nottingham Certificate C.1216 and Port. Certificate D. 2040 refer to a Hampshire single stage compressor driven through a clutch by a two cylinder Ruston & Hornsby oil engine. In the Hull report however it is stated that there is a two stage compressor driven by an auxiliary engine. The Hull Surveyors should be asked to state if there are two auxiliary compressors in the vessel and if so to give particulars of the other auxiliary engine.

See L.L. 2/9/43.



Lloyd's Register Foundation