

Swan, Hunter & Wigham Richardson Ltd., Newcastle-on-Tyne, Yd.No.1726.

F.E.

Received by Chief Ship Surveyor.....

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VESSEL'S NAME "EMPIRE MACCABE" REPORT Nwc. No.101731

The remarks of the Chief Ship 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.)

1st Long. No. 15760

Depth "d" -

2nd Long. No. 44350

Proportions = $\frac{L}{D}$ 13.60

Framing As approved

Sheerstrake As approved

Two longitudinal bulkheads are fitted.

This is a sister vessel to the "BRITISH RESPECT", but has been converted into an aircraft carrier.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed +100A1 "Carrying oil fuel in bulk FP above 150°F"

1 Dk, 2nd dk clear of cargo tanks. "Longitudinal framing at bottom and at deck"
"Butts of shell and deck plating electrically welded"

Cell DBa 75' 170t, DTf 32' 313t, FPT 149t, APT 82t

FK, 16BH, Lloyd's A & CP

P 103' B 45' F 49'

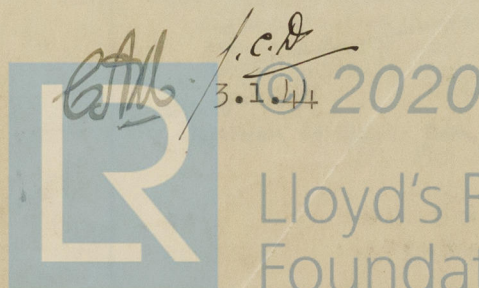
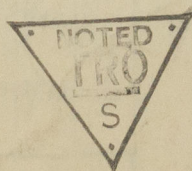
Mchy Aft

E.S.D.

d†

The class is assigned and maintained upon the understanding that the equipment of Anchors will be made to accord with the requirements of the Rules when the present state of emergency has passed.

Insert in S.R.L: (A bower anchor to be supplied).



002846-002852-0010

Through Plate or Inter-costal Plate

Spacing