

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME m.v. "PACUARE" (ex "Empire Alde") REPORT Ham. No. 408  
Lon. 115402

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, 24/5/02.)

This vessel was built in 1934 and classed 100A/4 (E) with freeboard with the Germanischer Lloyd. The letter (E) denoting that the bow was strengthened for navigation in ice.

Classification with this Society is now desired.

Plans have been examined in this Office and the scantlings and arrangements found suitable for the class 100A- with freeboard corresponding to that of a complete superstructure vessel. The strengthening incorporated in the vessel for navigation in ice is not such as could be considered adequate for this Society's special notation (see endorsement 27.5.47).

The HAMBURG Surveyors in a First Entry Report and Rpt 8., report (3.47) the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and the greater part of a Periodical Special Survey complied with.

Alterations carried out, to plans approved in this Office, include the fitting of a poop and the lengthening of the forecastle etc.

Four shell plates (s.s.f) renewed on account of excessive pitting and a number of wasted shell rivets renewed.

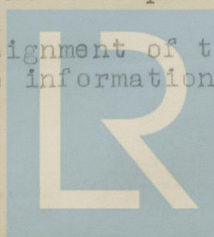
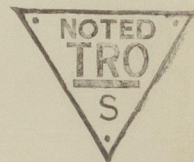
On account of damage, cause not stated, repairs effected to indented shell plates (s.s.f).

The LONDON Surveyors report (7.47) the vessel placed in dry dock, bottom coated and the PERIODICAL SPECIAL SURVEY completed and minor repairs effected.

The vessel has now on board 3 bower anchors, 1 stream anchor and 245 fathoms of chain cable, which is 30 fathoms below Rule requirements.

The collective weight of the anchors on board is in accordance with Rule requirements for the letter "v" but no individual weights of the bower anchors and particulars of tests together with the ~~unfurnished~~ tests of the chain cable have been furnished. A stream wire is required to bring the equipment of ropes up to Rule requirements.

It is submitted the assignment of the figure "1" be withheld pending receipt of the above information and the supply of the stream wire.



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"PACUARE"

It is further submitted this vessel is eligible to be classed 100A- "With freeboard" with record of docking survey 7.47 and notation of S.S. - 3,47.

100A- "With freeboard"  
7.47 Lon.  
S.S. Ham.-3,47.

Classed 3.47.

2 Dks, 3rd dk clear of mchy space.  
Cell DB 296' 544t, FPT 71t, APT 46t.  
FK, "One intermediate BH forward dispensed with" 5BH (Coll to w.dk 4 to 2nd dk).  
P 56' F 95'  
O.L. 378.1'  
E.S.D.

Equipment letter for fees: "v" in red.

*for survey 24-10-47.*  
It is submitted the Hamburg Surveyors be informed it is concluded the machinery spaces have been examined and the fresh water tanks in way of the tunnel aft have been examined and tested, but they should state if this is so.

*When this case was under consideration the London Surveyors were approached regarding the particulars of the equipment on board. but were unable to furnish any further information.*

*151. f.c.D.  
22.9.47. G.M.*

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