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# Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

24th September, 1948.

Dear Sir,

With reference to the case of the "PAN" in which you joined the Barry Surveyors, I have to acquaint you that this vessel has today been classed on Barry Report No.25859. The following conclusions, however, appear on the endorsements:-

Hull: It is further submitted the Surveyors be informed that in the sister vessel constructed by the same Builders 6" x 6" angles connecting the tankside brackets to the margin plate are fitted in way of the machinery space and from frame 96 to the collision bulkhead and they should be requested to verify the angles as reported and state the thickness of the tankside brackets.

They should also be requested to verify the diameter and spacing of the rivets in the butts of the bottom and side shell plating and seams of the bridge side plating, and furnish particulars of riveting for the sheerstrake and strake below, which have been omitted from their Report.

They should state whether they are correct in reporting 12" channel stiffeners for the 'tween deck bulkheads and verify the thickness of the 'tween deck bulkhead plating.

They should furnish particulars of the coating on the

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inner surfaces of the bottom and be referred to Section 23, Clause 1(b) of the Rules requiring cement on the bottom in tanks under the boiler room if not used for oil fuel.

They should also be informed it is concluded that the tow-line is missing and will require to be supplied at the first opportunity, but this should be confirmed.

Machinery: The Cardiff Surveyors should be informed it is noted the main generator cables are stated to be insulated with V.I.R. The loading on these cables is therefore excessive and the Surveyors should be asked to confirm the class of insulation fitted to these cables.

Perhaps you will be good enough to assist Mr. Annear in replying to the same.

Yours faithfully,



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Clerk to the  
Classification Committee

Lloyd's Register  
Foundation

C. H. Stocks, Esq.,  
CARDIFF.