

2,500,10,47.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

mn
VESSEL'S NAME s.s. "PAN" REPORT Bry. No. 25859
(ex "Pennsylvania", ex "West Nomentum")

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, 24/5/82.)

This vessel was built in 1920 and classed with the American Bureau of Shipping.

She is a "Hamilton Type" - 2 dk. standard ship and a sister vessel to the "THEODORE" (ex "Atlantic" etc.) constructed by the same Builders 1919 and classed with this Society in 1923, the class having subsequently been expunged from the Register Book.

Notations of (Classification Contemplated) and "Examined 7.47" are assigned.

These notations are subject to permanent repairs to indented stern plating at the first convenient opportunity.

The SPECIAL SURVEY for CLASSIFICATION was partly held, including the drill-testing of the shell plating.

Action has been deferred pending receipt of the BARRY Surveyors' report.

The BARRY Surveyors, in a First Entry Report and Rpt. 8, report (8.48) the vessel placed in dry dock, the scantlings and arrangements verified and the Special Survey for Classification completed and due to wear and tear renewals and/or repairs to shell plating, framing, chain locker, casing, hatchways etc. effected.

The indented stern plating has not been dealt with, but was specially examined and found efficient.

The equipment of anchors and chain cables on board complies with Rule requirements, but has been tested by the American Bureau of Shipping.

The tow-line is missing.

It is submitted the vessel is eligible to be classed 100A1 with record of docking survey 8.48 and the notation of 'S.S. Bry. - 8.48 (Dr)' subject to a tow-line being supplied at the first opportunity and to permanent repairs to indented stern plating being effected at the first convenient opportunity.

100A1 "Fitted for oil fuel FP above 150°F"

8.48 Bry.)
S.S. Bry. - 8.48 (Dr)) subject

Classed 8.48



© 2020

Lloyd's Register
Foundation

003083-003091-017 1/2

S.S. "PAN"

2 Dks

Cell DB 360' 1266t, MT 27' 669t, FPT 135t, APT 270t

FK, 7BH

P 44', B 115', F 47' ✓

O.L. 427.0'

"z"

see letter

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, ~~the spacing of the rivets in the seams of the forecastle 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 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.

JSr.
23.9.48



© 2020

both
Lloyd's Register
Foundation

0117 2