

1m.7.41. Cammell Laird & Co. Ltd., Birkenhead.

Yard No. 1106.

1 Similar to the "BRITISH HARMONY", "BRITISH CHARACTER", "BRITISH TRADITION", "BRITISH PROMISE" & "BRITISH RESTRAINT", but converted to an aircraft carrier.

Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME motor tanker "EMPIRE MACCOLL" REPORT Liv. No. 120372

For the CHIEF SHIP SURVEYOR and ~~CHIEF ENGINEER SURVEYOR~~

(In cases which have to be submitted to 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.)

e of Survey First Entry ~~When the~~

Two longitudinal bulkheads are fitted.
100A1 "Carrying oil fuel in bulk F.P. above 150°F".
1 Dk, 2nd dk clear of cargo tanks. "Longitudinal framing at bottom and at deck".

Cell DBa 75' 222t, DTf 40' 494t, FPT 217t, APT 84t

FK, 16BH, Lloyd's A & CP

P 102' B 54' F 49'

Mchy Aft

~~XXXXXXXXXXXX~~

E.S.D.

dj

of Anchors
The class is assigned and maintained upon the understanding that the equipment 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).

The Surveyors should be informed it is concluded the 6" x 3½" x .40" face angles reported to have been fitted to the upper deck transverses in the centre cargo tanks have been approved instead of the 6" x 3½" x .5" face angles as indicated on the approved midship section, but they should state if this is so.

They should be requested to furnish the diameter of the rudder head.

See letter 18.1.44

*CPM / I.C.P.
31.12.43*



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