

Total

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top

Builders Swan, Hunter, & Wigham

H 1500, 10, 40.

Swan, Hunter & Wigham Richardson Ltd., Newcastle-on-Tyne.

F.E.

Yard No. 1712.

Received by Chief Ship Surveyor

N.W. "LUMINOUS"

Received from Chief Ship Surveyor

VESSEL'S NAME

S.S. "EMPIRE REYNOLDS"

Rpt.

Nwc.

No. 100727

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. 15640

Depth "d" -

2nd Long. No. 42780

Proportions = $\frac{L}{D}$ 13.52

Framing As approved

Sheerstrake As approved

Two longitudinal bulkheads are fitted.

This is a sister vessel to the "EMPIRE GARRICK".

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 ~~2100A1~~ "Carrying Petroleum in bulk" "Fitted for oil fuel 9.42

FF above 150°F

1 Dk. 2nd dk clear of cargo tanks, "Longitudinal framing at bottom & at deck"

Cell DB AE & B 91' 287t, DTf 36' 628t, FFT 156t, APT 87t

FK, 16BH, Lloyd's A & CP

P 110' B 47' F40'

Mchy Aft

O.L. 483.1'

E.S.D.

c†

2 1/8"

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 required to forward the forging reports.

005187-005193-0109

28.9.42

Side Keelsons, No. each side

Fourth Deck, amidships, Angle, E or F