

1m. 10.43.

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Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME S.S. "EMPIRE PYM" REPORT Gls. No 58260For 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.)

Nature of Survey First Entry When due 

①00A1 "Carrying Petroleum in bulk"

"Fitted for oil fuel 3.44, FP above 150°F" *Yhan.*

1 Dk "Longitudinal framing at bottom and at deck"

"Butts of shell plating, except at ends, &amp; butts of deck plating elec. welded".

Cell DB u E 26' 4lt, DTF 20' 122t, FPT 33t, APT 65t

FK, 1LBH, pt.Cem, Lloyd's A &amp; CP

P 73' F 39'

Trunk 175'

Mchy Aft

O.L. 301.8'

E.S.D.

S  
19  
16 " ✓

*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 thickness of the bilge strake (4th from keel) is .48" as approved and not .46" as reported and that the spacing of the  $\frac{3}{4}$ " rivets in the angle connections of the bottom transverses to the shell plating in No.5 cargo tank is  $3\frac{3}{8}$ " as approved and not  $4\frac{1}{8}$ " as reported, but they should state if this is so.

*13.4.44*  
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