

Furness Shipbuilding Company Limited, Haverton Hill-on-Tees.

Yard No. 360.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME S.S. "EMPIRE PROTECTOR" <sup>Wave</sup> REPORT Mdb. Nos. 17736 & 17737

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. 16100Depth "d" -2nd Long. No. 45860Proportions =  $\frac{L}{D}$  13.10Framing As approvedSheerstrake As approved

Sister vessel to the "EMPIRE BOUNTY", "EMPIRE LAW", "EMPIRE MILNER" &amp;

"EMPIRE PALADIN".

Two longitudinal bulkheads are fitted.

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 100A1 "Carrying Petroleum in bulk"

"Fitted for oil fuel 10.44, FP above 150°F" YRM

1 Dk "Longitudinal framing at bottom and at deck".

"Butts of shell and deck plating ~~mechanically~~ elec. welded".

Cell DB u E 48' 59t, tanks in way of tunnel 450t, DTsf 50' 810t, FPT 57t, APT 123t.

FK, 15 BH, Lloyd's A &amp; CP

P 122' B 47' F 51'

Mchy Aft

O.L. 492.4'

E.S.D.

at

2  $\frac{3}{16}$ "

The class is assigned and maintained upon the understanding that the equipment <sup>of Anchors</sup> 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).

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