

1m.7.42.

John Harker Ltd., Knottingley.

Yard No.167.

F.E.

Sister vessel to the "EMPIRE ALDERNEY".

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME motor tanker "EMPIRE LUNDY" REPORT Hul. No. 52553

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. 1215

Depth "d" 8.0'

2nd Long. No. 4118

Proportions = $\frac{L}{D}$ 15.0

Framing Bulb angle frames as approved

Sheerstrake As approved

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".

1 Dk. "Deck plating elec. welded"

FPT 24t, APT 19t

FK, 9 BH, Lloyd's A & CP

P 41' F 14'

Mchy Aft

O.L. 143.1'

d

It should be pointed out to the Surveyors that the name of the sister vessel "EMPIRE ALDERNEY" has been omitted from their report.

They should be informed it is concluded the thickness of all deck plating in wet oil tanks is .30", as approved, but they should state if this is so.