

ONE: 36873 (2 LINES).

Lloyd's Register of Shipping,

Ocean Chambers, Lowgate,

Hull, 20th April, 1945.

Dear Sir,

In reply to the enquiry contained in your classing letter of the 13th instant respecting the "EMPIRE GUERNSEY", our report No. 52824, we beg to state that the thickness of the deck plating in way of the oil tanks is .30" except two strakes of deck plating within line of openings at the forward end of No.1 oil tank which are .25" thick, as approved on the Profile and Deck plan. These two strakes of deck plating extend only one frame space into No.1 tank.

As the deck plating for this vessel and also a sister vessel under construction was worked many months ago it was not considered advisable to request the Builders to order new plates of increased thickness.

It should be pointed out that the expansion trunk extends to the poop bulkhead and not frame No. 28 as shown on the profile and deck plan while the cofferdam bulkhead has been moved one frame space forward to frame No. 26.

We are, Dear Sir,
Yours faithfully,
The Surveyors,

Per:-

The Secretary,
WOKINGHAM.

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King's Minister of Shipping

20th April, 1946

Dear Sir,

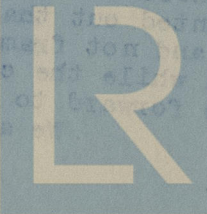
In reply to the enquiry contained in your classing letter of the 13th instant respecting the "EMPIRE GURNEY", our report No. 28284, we beg to state that the thickness of the deck plating in way of the oil tanks is 30" except two strakes of deck plating within line of openings at the forward end of No. 1 oil tank which are 22" thick, as approved on the profile and deck plan. These two strakes of deck plating extend only one frame space into No. 1 tank. As the deck plating for this vessel and also a sister vessel under construction was worked many months ago it was not considered advisable to request the Builders to increase thickness.

It should be pointed out that the expansion trunk extending to the poop bulhead and not frame No. 28 as shown on the profile and deck plan while the collision bulhead has been

Yours faithfully,
 Young & Sons,
 Surveyors

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