

Long Beach Shipbuilding Co. Yard No. 137

Chief Surveyors \_\_\_\_\_ Received from Chief Surveyors \_\_\_\_\_  
 L'S NAME "EMPIRE ELAND" ex "WEST KEDRON" Report Bal 7159  
 N.Ns No. 5290

**For 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.)

of Survey S.S. No. 3 & Classification When Due

This is a sister vessel to the "SAN VINCENTE"

the Midship Section forwarded as a duplicate of that approved for the latter vessel.

100A1 "Fitted for oil fuel 1920, FP above 150°F"

2 Dks

Cell DB 362' 1287t, MT 29' 713t, FPT 134t, APTs 284t

FK, .7BH, pt. cem.

P 44' B 115' F 47'

O.L. 427'

z

100A1

S.40 N.Ns

S.S. N.Ns No. 3-8,40

Date of build 1920.

Fitted for oil fuel &c

PLATING to be DRILLED when vessel is 24 years old, or at next Special Survey thereafter.

aes 6.11.40

through Mr Bennett  
 The Baltimore Surveyors should be informed, it is concluded that although the scantlings in the First Entry Report are in accordance with the original plan of midship section, these figures represent the actual measurements taken from the ship. It should be stated whether the shell plating was drilled at Baltimore to obtain these measurements & whether, in that case, a notation of 2nd S.S. No 3 cannot be assigned. For the guidance of the Surveyors in future similar cases, they should be informed that if the scantlings as shown on the plans of the vessel as built are inserted in the First Entry Report, this should be stated & if the shell plating has been drilled, the usual drilling sheets should be completed & forwarded with the report.