

2500,10,38.

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Sun Shipbuilding & Drydock Co., Chester, Pa. Yard No. 208

Sent to Chief Surveyors

Received from Chief Surveyors

VESSEL'S NAME STANVAC MELBOURNE Report Phl No. 8081

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.)

Nature of Survey FIRST ENTRY When due

Two longitudinal bulkheads are fitted and the bulkheads in way of the oil tanks are corrugated.

100A1 "Carrying Petroleum in bulk" "Fitted for oil fuel 6,41, FP above 150°F"

1 Dk "Longitudinal framing" "Part electrically welded"

Cell DB u E & B 74' 14lt, DTf 36' 937t, FPT 46lt, APT 86t

FK, 14BH, pt. Asp. Lloyd's A.C.P. ? await reply

P 108' B 40' F 54'

Mchy Aft

O.L. 520.0'

E.S.D.

f†

2 3/8"

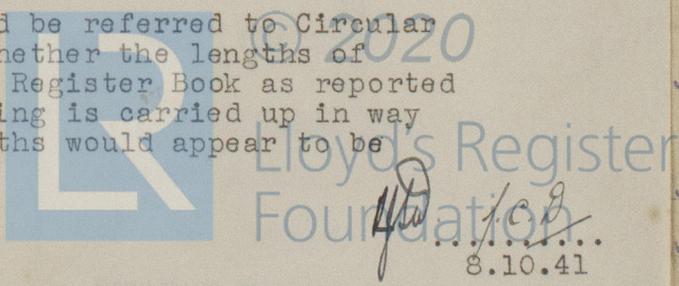
See ESS memo attached

So. N.Y. 10.10.41

It is concluded the requirements of Section 20 of the Rules have been complied with as far as applicable, but this should be confirmed and particulars of the scantlings of the side transverses in the Bridge tween decks should be forwarded.

It should also be made clear whether the chain cables were tested by one of the Society's Surveyors.

The Surveyors should be referred to Circular No. 1551 and requested to state whether the lengths of poop and bridge for record in the Register Book as reported are correct, as if the shell plating is carried up in way of the overhangs the correct lengths would appear to be 108' and 40' respectively.



DOUBLE BOTTOM.

TRANSVERSE BEAMS