

Charles Connell & Co.Ltd., Glasgow.

Yard No. 439

Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME..... s.s. "EMPIRE GERAIN" Report..... Gls. No. 66447

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~~.....

This is a Standard Ship Type "B" and a sister vessel to the "EMPIRE MORDERED".

The draught is about 6" less than that corresponding to the freeboard which could be assigned as a F.S. vessel.

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

Nos. 2,3 & 5 holds and 'tween decks have been insulated.

Ø100A1 "With freeboard"

2 Dks

Cell DB 318' 1274t, tanks in way of tunnel 331t, wing tanks fwd 240t
FPT 101t, APT 114t

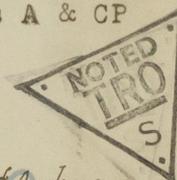
FK, 7BH (Coll to W dk, 6 to 2nd dk) 6 divisional W.T. BHs in 'tween
decks, pt.Cem., Lloyd's A & CP

F 39'

O.L. 446.3'

at

2"



of Anchors
The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed, and that hatch covers at the 2nd deck at Nos. 1 & 6 hatchways and cargo batters in uninsulated cargo spaces will be fitted at the first available opportunity.

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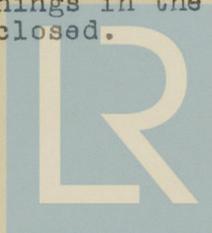
P.T.O.

003038-003045-0020(112)

"EMPIRE GERAINT"

2 inches gnd
Insert in S.R.L: (A bower anchor to be supplied). Hatch covers at 2nd deck at Nos. 1 & 6 hatchways and cargo battens in uninsulated cargo spaces to be fitted at the first opportunity.

The Surveyors should be informed it is concluded the tanks at the sides of the tunnel are common with double bottom tank No. 7 (frames 15 to 34) and should be recorded together as "tanks in way of tunnel" and that the total length of the double bottom for record is 318', but they should state if this is so, and in the affirmative case, furnish the capacities of the "tanks in way of tunnel" and the double bottom tanks separately. They should also be requested to confirm that the tank under the boilers is a water ballast tank, as reported, and not a dry tank, as indicated on the plans, and state whether there are any openings in the 'tween deck bulkheads and, if so, how they are closed.



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