

Lithgows Limited, Port Glasgow.

Yard No. 994.

1m. 7.44

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Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME M.V. "EMPIRE RAWLINSON" REPORT Grk. No. 22920For 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.)

ure of Survey First Entry When due

← This vessel is similar to the "EMPIRE CHIEFTAIN" 75600

The draught is 22" greater than that corresponding to the freeboard which could be assigned as a C.S.S. vessel.

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

Two lengths of damaged chain cable have been replaced by two lengths from a sister vessel now building.

100A1 "With Freeboard" "Carrying cargo oil F.P. above 150°F in midship deep tank".
2 Dks, 3rd dk. except in No.1 hold.

Cell DB 307' 1413t, tank in way of tunnel 211t, MT 33' 727t
DTf 52' 218t, FPTS 134t, APTs 189t.
FK, 8BH (Coll.to W dk, 7 to 2nd dk), 7 divisional W.T. BHs in upper 'tween decks, pt. Cem, Lloyd's A & CP
P 33' F 40'

O.L. 497.4'

E.S.D.

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 cargo battens will be fitted at the first available opportunity.

Insert in S.R.L: (A bower anchor & 60 fathoms of chain cable to be supplied) Cargo battens to be fitted at the first opportunity.

It is submitted the surveyors be informed the thickness of the top and bottom longitudinal bulb angle side girders in the double bottom and vertical stiffeners in way is .42" as indicated on the approved and as built plan of midship section and not .40" as reported and that the diameter of the rudder head is 13 $\frac{3}{4}$ " as approved and not 13 $\frac{1}{4}$ " as reported. *See letter 20.11.44* but they should state if this is so.



Lloyd's Register
Foundation
22.11.44

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