

Do. of 8
between

3793

Werft Nobiskrug G.m.b.H., Rendsburg.

Yard No.

by Chief Ship Surveyor
mn

Received from Chief Ship Surveyor

SELS NAME m.v. "EMPIRE CONLEA"

REPORT

Hul. 54511
Gms. No. 22816

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of 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.)

This unclassed vessel was built in Germany in 1939.

Classification with this Society is desired.

Plans forwarded by the HULL Surveyors have been examined in this Office and the scantlings and arrangements shown thereon found suitable for the class 100A- "Coasting Service Great Britain & Ireland & Continent Brest to Hamburg".

For further particulars see endorsement 22.10.47.

The same Surveyors, in a First Entry Report and Rpt. 8, report (10.47) the vessel placed in dry dock, the scantlings and arrangements verified, and the greater part of the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with; and minor repairs effected.

On account of damage the cause of which is not stated bottom shell plates A.6 & 7 and adjacent plating (s.s) indented and floors in way buckled.

Subsequently the GRIMSBY Surveyors report (11.47) the vessel afloat and owing to damage through contact with lock shell and deck plating, framing, etc. in way of starboard hawse pipe indented or buckled and bank of starboard bower anchor bent.

Temporary repairs have been effected and the Surveyors recommend permanent repairs at the first available opportunity.

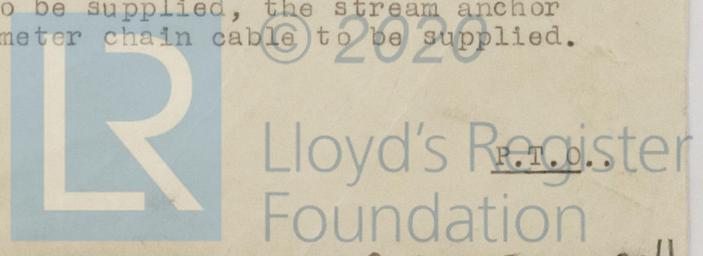
TO COMPLETE THE S.S: The indented bottom plating and buckled floors (s.s) as well as the indented or buckled shell and deck plating, framing etc. in way of the starboard hawse pipe, as above, to be permanently dealt with. 'C' strake plates in way of after peak tank to be renewed. Strengthening of the bottom forward to be provided. Scantlings and spacing of poop and forecastle deck beams to be furnished. See letter 4.1.48

To entitle the vessel to assignment of the figure "1" the damaged starboard bower anchor, as above, to be repaired and retested or new tested anchor of correct weight to be supplied, the stream anchor to be tested, and 45 fathoms of $\frac{15}{16}$ " diameter chain cable to be supplied.

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