

Received by Chief Ship Surveyor

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VESSEL'S NAME m.v. 'EMPIRE DOVE' REPORT Ham. No. 675
(ex 'Hermes')

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, 24/5/42.)

This vessel was built in 1940-41 and towed uncompleted from Bolnes near Rotterdam to Emden, where she was converted to a German Naval vessel and sustained bomb damage.

She was allocated in 1946 to the British Ministry of Transport, who decided to carry out repairs and desire Classification with Lloyd's Register.

The vessel was intended to be a sister vessel to the 'SARPEDON' which is classed with this Society 100A1 "With freeboard".

The approved plans of the 'SARPEDON' were therefore forwarded to the HAMBURG Surveyors for their guidance in dealing with this case and they were advised that, provided the scantlings and arrangements be verified and found to agree with those indicated on the approved plans of the 'SARPEDON' and a Periodical Special Survey for Classification be carried out, the vessel could be recommended for the class 100A1 with freeboard corresponding to that of a C.S.S. vessel having a tonnage opening without the distinguishing mark .

In the event, however, of the tonnage opening being closed and the Rule bulkheads being extended watertight to the weather deck the minimum freeboard could be assigned without further amendment.

For further particulars see endorsements and correspondence.

The HAMBURG Surveyors, in a First Entry Report and Rpt. 8, report 7.49 the vessel placed in dry dock, the scantlings and arrangements verified with the above plans, the requirements of a Periodical Special Survey for Classification complied with and on account of damage, as above, renewals and/or repairs to shell and deck plating, framing and bulwarks carried out.

The equipment of anchors and chain cables on board is equivalent to Rule requirements. The bower anchors and 272.2 fathoms of chain cable have been tested by the Germanischer Lloyd and only 1.5 fathoms by this Society. It is not clear from the report whether the stream anchor has been tested by a competent authority as required by the Rules.

It is submitted the figure "1" be assigned without the notation of "Lloyd's A & CP".

It is further submitted the vessel is eligible to be classed 100A1 "With freeboard" with record of docking survey 6.49 and the notation of s.s. - 7.49.



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P.T.O.

Lloyd's Register
Foundation

005280 - 005292 - 0040 1/2

'EMPIRE DOVE'

100AL "With freeboard"
6.49 Ham.
ss. Ham.- 7.49

Date of Build 1941

Classed 7.49



1 Dk & Shelter dk
Cell DB 274' 553t, FPT 38t, APT 78t
FK, 5 BH (Coll to Sh dk, 4 to 2nd dk), pt Cem *See letter 15.8.49*
F 31'
O.L. 359.9' } *See letter 15.8.49*
ESD
"1"
1 15/16"

It is also submitted the Surveyors be informed it appears from the freeboard report that a watertight bulkhead is not fitted between the after end of the machinery space and the after peak and that the 'tween deck bulkheads except the collision bulkhead are fitted with tonnage openings, so that 5 bulkheads, with the collision bulkhead extending to the Shelter deck and 4 bulkheads to the 2nd deck, require to be recorded in the Register Book, but this should be confirmed.

They should be informed it is concluded the applicable requirements of Section 20 of the Rules have been complied with and that the machinery spaces have been examined, but they should state if this is so.

They should be referred to Section 33, Clause 5(c) of the Rules and requested to state whether the stream anchor has been tested by a competent authority and if so furnish particulars.

They should also be requested to state the length of the forecastle as required by Circular 1551 and the overall length of the vessel and be reminded that Particulars for Record in the Register Book and of Water Ballast should be furnished in British and not in metric units and that the capacities of water ballast tanks should be reported in tons salt water. X

It is further submitted the Owners be informed that although the testing of the anchors and chain cables on board at Proving Establishments outside Great Britain complied with the Rules of this Society for classification purposes, their attention should be drawn to the requirements of the Anchors and Chain Cables Act for British ships.

