

NAME "EMPIRE SUCCESS" Rpt. Hul. No. 50675.

marks of the Chief Ship Surveyor are desired on this case for the consideration of the Cladding 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 Cladding Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/6/92.)

This vessel was built in 1921 by Vulcan Werke, Hamburg to the class of the Germanischer Lloyd and is a sister vessel to the "BOCHUM" built at the same time and classed with this Society.

With a view to classification plans and particulars have been examined and the Surveyors at Hull, where the vessel came under survey were informed that provided the scantlings were verified, the requirements of the Rules for vessels not built under survey, be complied with and a satisfactory report be received the vessel will be eligible to be classed 100A- . It was added that the equipment as indicated on the plan of midship section could be accepted for the Figure 1.

The shell plating has been drilled and the results as reported approved.

The Hull Surveyors' report has now come to hand. The vessel has been placed in dry dock, bottom coated, the greater part of a 2nd Special Survey No.3 carried out, repairs to deck plating, hatchways etc., and minor repairs effected.

The scantlings and arrangements except as regards the parts remaining to complete the Survey have been verified. The particulars of equipment on board as reported appear to correspond generally with the particulars of the midship section, but no certificates appear to have been produced, nor any particulars furnished in respect to the markings.

A sample length of chain cable which had been repaired after fracture was submitted to the Statutory and break test at a

Lloyd's Proving House, with satisfactory results, but this length was not replaced on board.

One of the bower anchors was missing and has been replaced by a spare anchor.

It is ~~stated~~ <sup>submitted</sup> that the equipment on board as reported might, in the special circumstances, be accepted for the Figure I in this instance. (See also Special endorsement)

To complete the Survey ~~the~~ double bottom tanks Nos. 5 & 6 <sup>Nos 5 & 6 and</sup> requires to be examined and <sup>to be</sup> after peak tank tested; repairs to boiler-room bulkhead and transom space bulkhead require to be carried out.

It is submitted that, in the meantime, pending the completion of the Survey, notations of 100AL, (Class contemplated) and 'Examined 5.40' be inserted in the Register Book.

It is stated the vessel has proceeded to Middlesbrough and the Surveyors at this port have been advised.

Note:- A bower anchor and 15 fathoms of chain cable to be supplied when the present state of emergency has passed.

The Surveyor should be <sup>letter</sup> informed it is concluded the repairs as recommended in the <sup>letter</sup> ~~Surveyor's~~ report have been carried out. ✓

J.C.D.  
11.6.40

States note  
Sub.



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