

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report.....10..... When handed in at Local Office.....25 MAY 1940.....

Port of.....HULL.....

No. in Survey held at.....Hull..... Date, First Survey.....26.3.40..... Last Survey.....12.5.1940.....

Reg. Book.....39527 on the Wood, Iron or Steel "EMPIRE SUCCESS" ex "IRIA" (No. of Visits.....88.....)

TONNAGE—

GROSS.....6009.....

UNDER DECK.....5501.....

NET.....3646.....

Built at.....Hamburg..... By whom.....Vulcan Works..... When.....1921.....

Owners.....Ministry of Shipping..... Owners' Address.....(if not already recorded in Appendix to Register Book).
Managers.....Union Castle Steamship Co. Ltd..... Port belonging to.....London.....

Surveyed Afloat & in Dry Dock?.....Yes..... Name of Dock.....King George..... Destined Voyage.....

Cell/D/Bor/D/Bu.....feet; uE&B.....feet; f.....feet.....

total capacity.....tons. FPT.....tons; APT.....tons; MT.....feet.....tons.....

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No..... Port.....

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. 1940. S 20/3, M 29/3, F 29/3,

CHARACTER.
X for Special Survey
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys
(including date of S.B., in any).

100 A1
Class Contemplated

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined ✓

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 4 5 1/2 ins. ✓

Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR.....Class contemplated.....

Examined vessel in drydock. Bottom and rudder cleaned, examined & coated.
Shelling plates drilled, examined and gauges for thickness - particulars already submitted.
Examined holds nos. 1, 2, 3a, 3b & spar cross bunker, nos 4, 5, 6, fore & after peak spaces, coal bunkers, timber boards & ceiling (bilges & timbers cleaned out fore & aft), framing, ash shoots, shelling plates in way of openings, bottom plating (apparently originally asphaltic since cemented & now recoated with cement or cement wash as required), double bottom tanks nos. 1, 2, 3, 4, 6, 7, 8, 9 and fore & after peak tanks internally and these were tested except no 6 & after peak tanks
Examined decks including woodsheathing of fore-castle deck, engine & boiler spaces, masts, spars, rigging, anchors and cables (ranges), lifeboats, hawsers p.to.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		
Decks.....Good	Bulkheads.....Good except as noted	Engine Room Skylights.....Good
Caulking of Decks.....✓	Ceiling.....Good	Coal Bunkers, Openings, Covers, &c.....✓
Coamings.....✓	Cement & Asphalt.....✓	Oil Bunkers.....✓
Beams & Fastenings.....✓	Rudder.....✓	Scuppers.....Good
Outside Plating.....✓	Steering gear and its connections.....✓	Cargo Hatchways.....✓
" " in way of sidelights.....✓	Windlass.....✓	Hatches.....✓
Frames.....Fair to good	Have pumps been examined and found efficient?.....Yes	Planking.....✓
Reverse Frames.....✓	Have Sluice Valves been examined and found efficient?.....Yes	Caulking.....✓
Longitudinals.....✓	Have Watertight Doors been examined and found efficient?.....Yes	Trenails.....✓
Transverses.....✓	Have Ventilators and their Coamings been examined and found efficient?.....Yes	Breasthooks & Stemson.....✓
Floors.....Fair to good	Air and Sounding Pipes.....Good	Transoms, Pointers & Crutches.....✓
Keelsons.....✓	Doubling Plates under Sounding Pipes.....✓	Timbers of Frame at openings.....✓
Stringers.....Good		" " at other places.....✓
Inner Bottom Plating.....Fair to good		Stringers, Clamps & Shelves.....✓
Have the Tanks been examined internally?.....D.B.T. ✓		Salting.....(State if examined.)
Have the Tanks been tested?.....APT ✓		
		Copper, or T.M. (State if on felt.) ✓
		When fitted, Month.....Year.....
		Boats.....Good
		Masts, Yards, &c.....✓
		Condition, how ascertained.....Exam ✓
		(State if wedges removed)
		Equipment letter.....
		Anchors, No. of.....28 15 ✓
		Cables (State if now ranged).....Yes
		" length.....295 mean diam. 2 1/4" ✓
		" Rule length.....300 size 2 3/8" ✓
		Chain Locker.....Good ✓
		Hawsers & Warps.....✓
		Standing and Running Rigging.....✓
		Sails.....✓

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—.....to remain as classed in the Register Book without fresh record of Survey, "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as seen, is in good condition and eligible in our opinion to be classed in the Register Book with record of survey held 5, 40 and notation of S.S. Hull. 2nd N°3 - 5, 40. on completion

Survey Fee (per Section 28).....£.....	Fees applied for,.....19.....
Special Damage or Repair Fee (if any).....£.....	Received by me,.....W.S. Shields & Co. Sec. Juniper.....
Travelling Expenses (if chargeable).....£.....19.....
Second Surveyor's Fee (if any).....£.....	

Committee's Minute.....

Character Assigned.....See Hull S.C. 50675.....

FRI. 21 JUN 1940

Lloyd's Register Foundation

008608-008617-0237(1/2)

"EMPIRE SUCCESS"

and general equipment, hatchways, hatch beams, coamings, supports, tarpaulins, cleats, battens, ventilators, casings, coamings, air sounding pipes with doubling plates, steering engine gears, windlasses, pumps, sluice valve, W.T. doors,

Treboars survey held and reported in C11 & C11 (comp).

The Starboard anchor had already been replaced by the spare anchor. A length of cable, which it was stated had been attached to lost anchor, was sent to Lloyd's Proving House Netherston, repairs studied; the test results are noted below; this length of cable was not put on board but utilized for another ship.

Please note that vessel has only two bower anchors and a stream anchor and 285 fathoms of chain cable.

It is to be noted that the doubling plates at the corners of the hatchways are fitted to the original and not to the amended sizes indicated in the attaché plan and deck fore and aft girders have not rider plates except in way of forewell & No 2 hold, also the doubling plates of poop deck sheer strake have not been fitted.

The stays fitted to superstructure deck hatch coamings at this port have been secured by setting locking nuts because of the difficulty of removing all pipes in way, it was stated and other labour difficulties.

It was pointed out to Owners' representatives that in addition to

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...	80	0	0									
	2nd "												
	3rd "	80	0	0									
	Collective Weight.												
	Stream	29	0	0									
	Kedge.....												

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

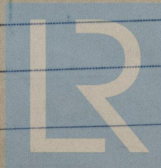
CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
Sample length	285	2 3/8							Steel link		
H2397	14 1/2	2 3/8	10 1/2	142 1/2	40.2.10				Steel link		LPHN-13.4.40 J.A.R.
Iron Stream Chain or Steel Wire...											

The items of Special Survey still to be completed additional conditions would probably have to be complied with before classification would be sanctioned.

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W.S.S.



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N.E. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Removed from Board

"EMPIRE SUCCESS"Wear and Tear Repairs:

Renewed 2 bunker hatch coamings, 86 hatch covers and 51 cleats on superstructure deck, 50 hatch covers and 42 cleats on foreboard deck, 8 front coaming plates of bunker trimming hatches, 8 bunker trimming hatch coamings, 16 cargo hatch coamings.

Fitted eight 4" combined scupper and storm valves with extended spindles (bridge poop spaces)

Fitted eight doubling plates to bunker deck plating.

Three stays each side of cargo hatch coamings on superstructure deck secured to existing channels and deck plating by set pins.

To Complete the Special Survey the following to be done:-

no. 5 D.B. tank or engine room tank to be examined internally, ✓

nos. 5 & 6 D.B. tanks to test, ✓

aft peak tank to test, ✓

The transom space bulkhead stiffeners and the forward bulkhead, of boiler space, under floor plates are wasted and should be dealt with. ✓

Rigging Repairs:

done later - see letter

It was stated vessel had proceeded to Middlesbrough so the Surveyors there have been advised of the above.

W.S.S. & K.C.F.



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