

10 SEP 1940

by Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP'S NAME "EMPIRE ENDURANCE" ex "Alster". Rpt. Mdb. No. 16892.

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 vessel is a captured German ship.

She was built at Hamburg in 1928 and classed with the Germanischer Lloyd.

With a view to classification with this Society plans and particulars have been examined in the Head Office and found to be suitable for the class 100A1, subject to the scantlings being verified, the deck plating abaft the machinery space being examined, the openings in the after end of the Bridge closed with appliances not less than Class 1 and to two additional ropes 100 fathoms $2\frac{3}{4}$ " wire or 8" hemp being supplied.

The MIDDLESBROUGH Surveyors report the vessel placed in dry dock and for the purpose of classification the requirements of a ~~and~~ Special Survey No.3 carried out, repairs to hatchways and minor repairs effected.

The equipment was tested and accepted by the Germanischer Lloyd.

Some tests have now been made on samples taken from the chain cables and as a result the cables were accepted for the Figure 1 with a limit of time for renewal.

The weights of the anchors, size of chain cables and equipment of wire ropes is as required and the anchors have been subjected to drop tests and found satisfactory.

It is submitted the equipment as a whole be accepted for the Figure 1, subject to the limit of time for renewal of chain cable.

W165-0105(1/2) P.T.O.

"EMPIRE ENDURANCE" ex "Alster"

There are only two bower anchors and the length of the chain cable is deficient by 30 fathoms.

These deficiencies, however, are permissible during the present emergency.

The Surveyors recommend the chain cable be renewed by 8,41.

On account of damage through collision, renewals or repairs have been effected to shell and deck plating, framing, bulkhead etc., and minor repairs effected.

Some tests^{which} were made on samples taken from damaged shell plates were found to be satisfactory.

IT IS SUBMITTED the vessel appears worthy to be classed 100A1, with record of survey 8,40 and notation S.S.No.3-8,40, subject as recommended.

"Carrying vegetable oil in fore and after deep tanks"

2 Dks

Cell DB 453' 1893t, DTf43' 754t, DEa 33' 269t, FPT 107t, APT 29t

FK, 8BH, pt. Asp, pt. Cem.

P26 B & F 475' Upper F 37'

O.L. 534.6'

E.S.D.

f

100A1

8,40 Mdb.

S.S.Mdb.No.3-8,40

} -subject etc.

"Carrying vegetable oil in fore and after deep tanks"

The class is assigned and maintained upon the understanding that the openings in the Bridge after bulkhead be closed with appliances not less than Class 1 or the hatchway coamings within the Bridge be increased to 9 inches and that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed.

Insert in S.R.L:- (The openings in Bridge after bulkhead to be closed with appliances not less than Class 1 or the hatchway coamings within ^{THE} Bridge to be increased to 9 " ^{1 bower anchor} and 30 fathoms of chain cable to be supplied when the present state of emergency has passed. The chain cables to be renewed by August, 1941.

W465-0105(212)