

Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

S NAME s.s. "HEMBURY" REPORT Ant. No.24325  
(ex H.M.S. "Greenwich")

as 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 was built in 1915 and converted while on the stocks to an Admiralty Depot Ship.

Conversion to a cargo vessel and classification with this Society is desired.

A plan of midship section of the vessel as originally built and other plans dealing with the proposed conversion have been examined at this Office and the scantlings and arrangements found suitable for the class 100A.

The ANTWERP Surveyors, in a First Entry Report and Rpt 8, report (6.47) the vessel examined in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey (D) complied with.

The shell plating has been drilled with satisfactory results.

Conversion to a cargo vessel now carried out includes removal of decks, gun platforms, store rooms and other arrangements, closing of openings in shell plating and decks for Admiralty purposes, fitting of panting arrangements etc.

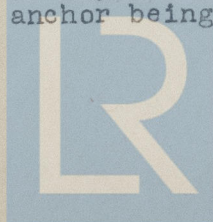
Due to wear and tear and in connection with alterations, considerable renewals and/or repairs to shell, deck and inner bottom plating, framing, bulkheads, tunnel, hatchways, pillars and girders, chain locker, casings, houses, masts, rigging etc. effected.

Ceiling has not been fitted, but the inner bottom plating under the hatchways reinforced by half round bars.

The equipment on board is in accordance with Rule requirements, except that the stream anchor is missing and that 255 fathoms of chain cable have been tested by the Admiralty.

It is therefore submitted that the figure '1' be assigned, subject to a stream anchor being supplied at the earliest opportunity, the notation of "Lloyd's A & CP" being omitted.

It is further submitted the vessel is eligible to be classed 100A1 with record of docking survey 2.47 and the notation of S.S.-6,47 (Dr.), subject to a stream anchor being supplied at the earliest opportunity.

Lloyd's Register  
Foundation

P.T.O.



"HEMBURY"

100A1 )  
2.47 Ant. ) subject.  
S.S. Ant.-6,47 (Dr.) )

Classed 6.47.

2 Dks  
Cell DB 340' 1037t, DTa 26' 257t, APT 84t, FFT 46t  
FK, 6BH, Cem.  
P 40' B 111' F 42'  
O.L. 402.5  
2  $\frac{3}{16}$  "

The Certificate of Classification to  
be endorsed "*Uargo ballens not  
fitted*" and the same notation to be  
printed in the Register Book.

Equipment letter for fees: "y" in red.

It is also submitted that it be pointed out to  
the Surveyors that the stockless anchor weighing 58cwts.3qrs. 21 lbs.  
will be accepted as the third bower anchor and not as the  
stream anchor as proposed. A stream anchor will require to be  
supplied at the earliest opportunity.



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