

Rpt. 8.

(Received at London Office 20 APR 1946)

No. 70619

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th April 1946. When handed in at Local Office 15.4.1946 Port of GLASGOW.
No. in Reg. Book. Survey held at GLASGOW. Date, First Survey 26th March Last Survey 11th April 1946.
40645 on the Wood, Iron or Steel M/V "EMPIRE GRENADA" (No. of Visits TWELVE)

TONNAGE:— Built at GLASGOW By whom HARLAND & WOLFF LTD When 1946 MONTH 4
GROSS 8238.11 Owners BRITISH TANKER CO. LTD. Owners' Address —
UNDER DK 7238.4 Managers — Port belonging to GLASGOW.
NET 4796.4

Surveyed Afloat or in Dry Dock? BOTH Name of Dock GOVAN. Destined Voyage —
Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
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.)

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 } — ft. — ins.

Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION (See Secretary's letters dated 25th March and 2nd April, 1946) First Entry Report accompanies this Report.

NOW DONE: Vessel placed in drydock, bottom and rudder cleaned examined, found or made efficient and recoated. The caulking of the Starboard edge of the keel plate at the after end was overhauled, where observed to be slightly wavy, cause not stated. This does not affect the efficiency of the vessel and it is considered it need not be noted against the ship. The cargo tanks; fore hold, peak tween decks, poop bridge and forecastle spaces, tween decks, oil fuel bunkers, pump rooms and cofferdams examined and found or placed in order. Oil fuel double bottom tank under engines and deep tank forward, examined internally and found in order. Chain locker, as far as possible, and fastenings examined and found in order. Hatch covers, supports and fastenings examined in position at the hatchways and found in order. /

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

PRESENT CONDITION OF THE								
Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.		
Caulking of Decks	"	Colling		Coal Bunkers, Openings, Covers, etc.		(State if on Felt.)		
Coamings	"	Cement or Asphalt	Not examined.	Oil Bunkers	Good.	When fitted	Month	Year
Beams & Fastenings	"	Rudder	Good.	Scuppers	"	Boats	Good.	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"	
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	from deck	
Frames	"	Have pumps been examined and found efficient?	None.	Planking		(State if wedges removed.)		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	None	Caulking		Equipment letter	C +	
Longitudinals	"	Have Watertight Doors been examined and found efficient?	None	Treenails		Anchors, No. of	3 - 1	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	No	
Floors	"	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches		" length 240 F. mean diamr.	2 7/16"	
Keelsons	"	Doubling Plates under Sounding Pipes	See Rpt.	Timbers of Frame at openings		(on board.) Rule length	300 F size	2 7/16"
Stringers	"			" at other places		Chain Locker	Good.	
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	"	
Have the Tanks been examined internally	See Rpt.			Salting	(State if examined.)	Standing and Running Rigging	"	
Have the Tanks been tested?	See Rpt.					Swits		

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

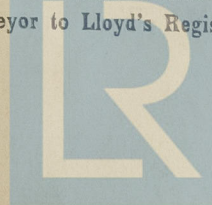
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 now seen, is in an efficient condition, and eligible in my opinion to be classed 100 A.1 "Carrying petroleum in bulk" with the notation "Longitudinal framing at bottom and at deck" (60 fathoms of cable to be supplied).

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special inclusive fee.	150	0	0	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	19
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute
Character Assigned See First Entry Report

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002522-002528-0154

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Ventilator coamings and covers, steering gear (not rod and chain type) auxiliary steering gear, tiller, windlass, Air⁴sounding, scupper and soil pipes examined and found in order. Doubling plates found under all sounding pipes (not examined to peak tanks).

No.7 and 8 Centre Cargo tanks.

Longitudinal bulkheads of No.5 cargo tank.

After transverse and longitudinal bulkheads of No.3 Centre Cargo tank.

Forward transverse bulkhead of No.2 Centre Cargo tank.

Fore peak tank bulkhead.

Minor repairs effected.

ANCHORS.

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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.