

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5th October 1945 When handed in at Local Office 9th October 1945 Port of Grimsey
 No. in Survey held at Birmingham Date, First Survey 16th July Last Survey 24th August 1942
 Reg. Book. Supp 37467 on the Steel "EMPIRE TAGELAND" (No. of Vessel) four

TONNAGE:— Built at Bremen By whom Aht. Geo. "Weser" When 1927 . 6
 GROSS 6376 Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DE. 5789 Managers Eagle Oil and Shipping Co Ltd Port belonging to London
 NET 3662 Humber Graving Dock

Surveyed Afloat or in Dry Dock? Both Name of Dock and Kings Dock Destined Voyage
 Cell D B or D Ba feet; u E & 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. 161. Port Amu.

Periodical Surveys, when held, must be reported in detail and seriatim 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 } 6 ft. 8 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION

Now done:— Vessel placed in dry dock. Bottom, keel, rudder cleaned, examined found in satisfactory condition and recoated.

The fore and after peaks, machinery spaces, decks, casings, ventilators and examings, tank coamings and closing appliances, general equipment, windlass, steering gear examined as far as practicable and found in satisfactory condition.

Main oil cargo and summer tanks generally examined throughout and found in satisfactory condition. Main cargo tanks tested and found tight.

Wear and Tear Repairs:— Shell plates (p.s. forward) N° H6, H7, J4, J5 set in approx 1" rivets and caulking overhauled and made good. Shell plates (p.s.a) A9, B1, D1 set in approx 2" rivets and caulking overhauled and made good. Windlass overhauled. (See overleaf)

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	<u>Good</u>	Bulkheads	<u>Good</u>	Engine Room Skylights	<u>Good</u>	Copper, or Y.M.	<u>✓</u>	
Caulking of Decks	<u>✓</u>	Ceiling	<u>✓</u>	Coal Bunkers, Openings, Covers, &c.	<u>✓</u>	(State if on Felt.)	<u>✓</u>	
Coamings	<u>Good</u>	Cement or Asphalt	<u>✓</u>	Oil Bunkers	<u>✓</u>	When fitted, Month	<u>✓</u>	Year <u>✓</u>
Stems & Fastenings	<u>Good</u>	Rudder	<u>Good</u>	Scuppers	<u>Good</u>	Boats	<u>Good</u>	
Outside Plating	<u>Good</u>	Steering gear and its connections	<u>Good</u>	Cargo Hatchways	<u>Good</u>	Masts, &c.	<u>Good</u>	
" " in way of sidelights	<u>✓</u>	Windlass	<u>Good</u>	Hatches	<u>Good</u>	Condition, how ascertained	<u>From deck</u>	
Frames	<u>✓</u>	Have pumps been examined and found efficient?	<u>✓</u>	Planking	<u>✓</u>	(State if wedges removed)	<u>2</u>	
Reverse Frames	<u>Good</u>	Have Sluice Valves been examined and found efficient?	<u>✓</u>	Caulking	<u>✓</u>	Equipment letter	<u>2</u>	
Longitudinals	<u>Good</u>	Have Watertight Doors been examined and found efficient?	<u>✓</u>	Treenails	<u>✓</u>	Anchors, No. of	<u>2, B, 13</u>	
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>✓</u>	Breasthooks & Stemson	<u>✓</u>	Cables (State if now ranged)	<u>yes</u>	
Stems	<u>✓</u>	Air and Sounding Pipes	<u>Good</u>	Transoms, Pointers & Crutches	<u>✓</u>	" length <u>225 ft.</u> mean diam. <u>2 1/4</u>	<u>2 1/4</u>	
Bottom Plating	<u>✓</u>	Doubling Plates under Sounding Pipes	<u>yes</u>	Timbers of Frame at openings	<u>✓</u>	" Rule length <u>270 ft.</u> size <u>2 1/4</u>	<u>2 1/4</u>	
Are the Tanks been examined internally?	<u>yes</u>			" " at other places	<u>✓</u>	Chain Locker	<u>Good</u>	
Are the Tanks been tested?	<u>yes</u>			Stringers, Clamps & Shelves	<u>✓</u>	Hawsers & Warps	<u>sufficient</u>	
				Saltine	<u>✓</u>	Standing Riggers	<u>Good</u>	
				(State if examined.)		Sails	<u>✓</u>	

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 good and efficient condition and eligible in our opinion to have a record of survey 9.45 and notation of "Examined L.R. 9.45" being valid for 12 months

NOTE This is an ex German vessel

Survey Fee (per Section 29) Gen Exam £ 16 : 0 : 0
 Special Damage or Repair Fee (if any) (per Sec. 29) £ : :
 Travelling Expenses (if chargeable) £ : 9 : 4
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute

Fees applied for, 9-10-1945
 Received by me, 19

Mr Olive Bell self & Co
 Surveyor to Lloyd's Register of Shipping.

Character Assigned 9.45. Gms subject
Examined L.R. 9.45
DBS (2 WT 200 lb.) (1 vertical 70 lb.) 9.45
S. 8.45 CL.

005695-005708-0165



Continued:

Equipment:- 225 fths of 2 1/4" cable. 2 Bower anchors 1 Stream anchor
Port bower anchors weighs 67 cwt
Stbd " " " 68 "

3 lengths of chain cable now supplied and verified with certificate and found in order. Particulars entered below.

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

ANCHORS.

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

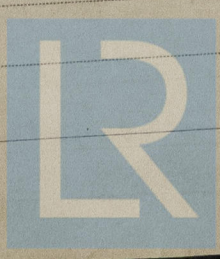
* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

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 Asst. Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
20917	45 1/6	2 1/4	12 1/2	9 1/8	12.2.20	✓	✓	✓	Steel Link	✓	24/8/45. Low Walker H. Phillips
Iron Stream Chain or Steel Wire....											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, especial 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.



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