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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.
15th November, 1945.

Dear Sirs,

With reference to the case of the motorship "EMPIRE TIGOUVER" formerly the German vessel "GRETE", I beg to acquaint you the Committee have had before them a report received from the Society's Surveyors at Newcastle, from which it is noted a General Examination of the hull and machinery has been carried out in drydock. The Surveyors state that some renewals and repairs have been effected to indented and pitted shell plates, etc. (port and starboard) and to defective shell rivets, but as the pitting of the shell plating has taken place below the water line it is recommended this plating be specially examined at the next drydocking.

The electrical installation has been examined at this time but in view of the position of the pump motors it is considered that the vessel should not be used for carrying oil with a flash point below 150°F and the Committee have now assigned to the vessel the notation "Examined L.R. 8,45", valid for twelve months, on the understanding that a liquid cargo with flash point below 150°F will not be carried.

P.T.O.

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71, Fenchurch Street, E.C.3.
18th November, 1915.

Owing to labour difficulties it was not possible at this time to draw the screwshaft for examination and it is understood that this will be done at the earliest opportunity.

Yours faithfully,

Clerk to the
Classification Committee.

Messrs. Anglo-Saxon Petroleum Co. Ltd.,
St. Helen's Court,
Great St. Helen's,
LONDON, E.C.3.



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