

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th September 1945 When handed in at Local Office 14. 9. 1945 Port of NEWCASTLE-ON-TYNE

No. in Survey held of SOUTH SHIELDS Date, First Survey 23rd July Last Survey 24th August 1945
Reg. Book. on the Wood, Iron or Steel m.v. "EMPIRE TIGOUVER" (EX "GROTE" - GERMAN)

TONNAGE: - Built at By whom When 1943
GROSS 638.11 Owners Ministry of War Transport Owners' Address
UNDER DK. Managers Anglo-Saxon Petroleum Co. Port belonging to LONDON
NET

Surveyed Afloat or in Dry Dock? Both Name of Dock James Bigham & Co. Destined Voyage

Cell D B or D Ba 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 3 ft. 9 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION
This vessel was formerly classed with GERMANISCHER LLOYD, and at the request of the managers, The Anglo-Saxon Petroleum Co., a General Examination has now been carried out.
Now Done

Vessel placed in drydock, bottom, sides and rudder cleaned, examined and recoated. The Anchors and Cables were hoisted and examined.

The following were generally examined:-

Holds, Machinery Spaces, Fore and After Peak Tanks internally examined, Chain Locker, Decks, battens, Ventilators, Hatchways and blowing Appliances, General Equipment, Steering Gear and Connections, and the Windlass.

The above items were either found or placed in satisfactory condition.

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

PRESENT CONDITION OF THE								
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.		
Caulking of Decks		Ceiling		Coal Bunkers, Openings, Covers, &c.		(State if on Felt)		
Platings	good	Cement or Asphalt		Oil Bunkers		When fitted, Month	Year	
Beams & Fastenings	good	Rudder	good	Scuppers	good	Boats		good
Outside Plating	efficient	Steering gear and its connections	good	Cargo Hatchways		Masts, Yards, &c.		good
" " in way of sidelights		Windlass	good	Hatches	good	Condition, how ascertained from deck		
Frames	good	Have pumps been examined and found efficient?		Planking		(State if wedges removed.)		
Reverse Frames		Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter		
Longitudinals		Have Watertight Doors been examined and found efficient?		Treenails		Anchors, No. of	38, 25.	
Transverses		Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	ranged: good	
Floors		Air and Sounding Pipes	good	Transoms, Pointers & Butches		" length 165' mean diamr.	1 1/4"	
Keelsons		Doubling Plates under Sounding Pipes		Timbers of Frame & openings		" Rule length	size	
Riggers				Stringers, Clamps & Shelves		Chain Locker	good	
Inner Bottom Plating	good			Siding		Hawsers & Warps	good	
Have the Tanks been examined internally?	F.A. Peaks			(State if examined.)		Standing and Running Rigging	good	
Have the Tanks been tested?	F.A. Peaks					Sails		

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 as No. 1-38."

This vessel, so far as now seen, is eligible, in our opinion, to have record of drydocking 8.45 and notation of "EXAMINED L.R. 8.45" (12 months) subject to liquid cargo carried having a flash point above 150° Fah. The hull plating on port and starboard sides should be specially examined for pitting at next drydocking.

Survey Fee (per Section 29) 6 : 0 : 0 Rees applied for, 4 - OCT 1945
Special Damage Repair Fee (per Sec. 29) 4 : 4 : 0 Received by me, 19
Travelling Expenses (if chargeable) Licence lost.
Second Surveyor's Fee (if any)
Committee's Minute TUES. 13 NOV 1945
Character Assigned 8.45. Still subject (L.R.M.)
Examined L.R. 8.45
Delete Examined L.R.
H. Dept.
FRI. 11 OCT 1946
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

WEAR AND TEAR REPAIRS.

SHELL PLATING

Port side

D.6 and 7 removed on account of fitting
C.6 and 7, and E.6 and 7 joined in place.

C.6 and 7, and E.6 and 7 joined in place.

C.9 and D.8 removed, faced and refitted, and fitting in plate D.8 welded up.

Starboard side

D. 7 and 8 removed on account of pitting.

C, 6, 7 and 8 fanned in place.

Port and Starboard

2. Shut frames found in place (each side).

Approximately 8,700 rivets removed in hull and 2600 welded up.

Fore and after peak tanks pressure-tested and shall have tested satisfactorily in way of above repairs.

A number of minor repairs were also carried out.

A Freeboard Report and Freeboard Computation Report (C.11 and C.11A) have been forwarded for this vessel.

It was observed that pitting of these plates had taken place below the waterline on port and Starboard sides and it is recommended that the hull be specially examined on this account at next drydocking.

The restriction recommended regarding the carriage of liquid cargo is due to the arrangement of electric equipment not being considered satisfactory for the carriage of low flash oil. (See Electrical Report).

It is under stood this vessel is to be used for carriage of water
at present.

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.

[illegible]