

COPY.

COPY FOR LONDON

31 AUG 1942

Lloyd's Register of Shipping.

Port MOBILE, ALABAMA100A1. 30th July 1942.

No.D.2596

This is to Certify that

T.G. DODD

the undersigned Surveyor to this Society did at the request of the Salvage Association, London, 26 Beaver Street, New York, N.Y., survey the steel twin screw motor vessel "WILLIAM C. MCTARNAHAN", 7306 tons gross register of Wilmington, Del., for the purpose of ascertaining the nature and extent of the damage stated to have been sustained:-

FIRST by vessel grounding leaving Newport News, Va., March 25th 1942, while on a voyage from Newport News, Va., to Corpus Cristi, Texas.

SECOND by vessel grounding on Diamond Shoals April 18th 1942, while on a voyage from Corpus Christi, Texas, to New York, N.Y.

For further particulars see vessel's log books and extracts from log books below.

On June 26th 1942 and subsequently, while this vessel was laying on drydock at the Works of the Alabama Dry Dock and Shipbuilding Company, Mobile, Ala., upon examination found the following damage and consequent repairs recommended:-

FIRST ACCIDENTLOG BOOK EXTRACTS

VOYAGE - Newport News, Va., to Corpus Christi, Texas.

25th March 1942

DECK LOG

8:07 a.m. Anchor up, proceeding out of harbor, compass adjustor, W.T. Broemley adjusting compasses.
 8:54 a.m. While adjusting compasses tide carried ship into mud bank, starboard quarter touching.
 9:46 a.m. All clear.
 12:00 Nn. Partly cloudy, smooth, wind NE 2.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

31 AUG 1942

M.V. "WILLIAM C. MCTARNAHAN"

No.D.2596

(2)

DECK LOG (cont'd)

12:26 p.m. Finished adjusting compasses.
12:29 p.m. Pilot and compass adjustor off.
1:32 p.m. Departure off Cape Henry.

ENGINEERS' LOG

8:07 a.m. Left anchorage Newport News.
8:54 a.m. Ship went aground, causing circulating water pumps to partially fill lubricating oil coolers, air intercoolers and engine jackets with sand, grass and small shell fish.
9:46 a.m. Ship afloat.

Upon examination it was considered that no damage had been sustained on account of this accident.

SECOND ACCIDENT

LOG BOOK EXTRACT

VOYAGE - Corpus Christi, Texas, to New York, N.Y.

18th April 1942

12:00 Mm. Clear, smooth sea, wind Nil. Bar.29.90.
12:18 p.m. Struck Diamond Outer Shoal.
12:19 p.m. Full astern.
1:00 p.m. Discharging cargo from No.2 by gravity.
2:35 p.m. Off shoal, stopped discharging cargo and proceeding.
4:00 p.m. Clear, light swell, wind ENE, Bar.29.95.

SHELL PLATING

KEEL STRAKE

Plate No.3 badly set up.
To be removed, faired and rewelded to place.

STARBOARD SIDE

"A" STRAKE

Plate No.3 badly set up.
To be removed, faired and rewelded to place.

Plate No.4 set up at forward end.
To be partly released, faired in place and rewelded.

"B" STRAKE

Plate No.3 set up at after end.
To be partly released, faired in place and rewelded.

PORT SIDE

"A" STRAKE

Plate No.3 badly set up.
To be removed, faired and rewelded to place.

"B" STRAKE

Plate No.2 slightly set up.
To be partly released, faired in place and rewelded.

Plate No.3 badly set up.
To be removed, faired and rewelded to place.

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Lloyd's Register
Foundation

0410 2/4

31 AUG 1942

No.D.2596

M.V."WILLIAM C.MCTARNAHAN"

(3)

"C" STRAKE

Plate No.4 slightly set up.

To be partly released, faired in place and rewelded.

Plate No.5 slightly set up.

To be partly released, faired in place and rewelded.

"D" STRAKE

Plate No.3 slightly set up.

To be partly released, faired in place and rewelded.

Plate No.4 badly set up.

To be removed, faired and rewelded to place.

Bilge keel in way of "D" strake plate No.4 bent.

To be removed, faired and rewelded to place.

INTERNALS

All internal steelwork in way of above damaged plating found to be damaged to be renewed; cropped and part renewed; removed, faired and refitted and/or faired in place as found necessary.

KEEL BLOCKS

Fourteen (14) keel blocks to be removed for access to repairs and necessary shoring and cribbing to be installed.

TESTING

Upon completion of repairs tanks in way of damage, including starboard No.1A and No.1, Port No.1A and Nos.1 and 2, to be tested and made and proven tight.

COATING

All new and repaired work to be recoated as originally.

GAS FREE CERTIFICATE

Vessel to be certified gas free before repairs are commenced.

DRYDOCKING

Necessary drydocking to effect repairs.

For carrying out the above recommended repairs the Alabama Dry Dock and Shipbuilding Company submitted the following lump sum price, which being considered fair and reasonable, was accepted by the Owners. (Price is exclusive of cost of gas free certificate and the necessary drydocking to effect repairs.)

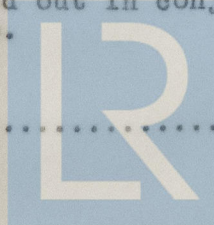
Repairs, renewals, etc..... \$12,534.00

This vessel has also received extremely severe damage on account of enemy action, but no definite arrangements have so far been made regarding her repair.

It is estimated that it would require one dock day and three lay days on drydock to effect the above recommended repairs and they can be carried out in conjunction with the repairs to enemy action damage.

Cost of Drydocking

One dock day, three lay days \$4237.48



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8410 3/4

31 AUG 1942

No.D.2596 M.V."WILLIAM C.MCTARNAHAN"

(4)

Cost of Gas Free Certificate
(Also required for enemy action repairs) \$125.00

J. H. Wood
Surveyor to Lloyd's Register.

Fee \$100.00
Expenses 3.00
Telegrams 1.00
\$104.00

SEP 26 1942



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0410 4/4'

Wokingham

also for Mr. Studden to note.

21 SEP 1942

Telephone	1.00
Expenses	3.00
Lee	100.00
	<u>104.00</u>

(3)

21 AUG 1945

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