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17th April, 1941.

ENCLOSURES.

17th April, 1941.

Dear Sir,

S.

The steamer "EMPIRE TARPON" ex "HARPOON" has recently been under the inspection of the Newcastle Surveyors and they have raised the point (as per copy of letter herewith) as to the class eventually to be assigned.

The particulars of the case are as follows, viz:-

The First Entry Report was submitted to the American Committee in January 1921 when the class "100A1, Shelter Deck with Freeboard" was assigned. The vessel was reported to have two steel decks.

The Freeboard, which was a condition of the vessel's class, had not been correctly marked and it was pointed out to Mr. French that the class, with Freeboard, as indicated above could not be entered in the Register Book or the Certificate issued until the vessel was correctly marked.

It appears, however, that the class assigned by the American Committee was never confirmed or that it was almost immediately withdrawn.

It is understood the Freeboard assigned is the minimum permitted on the geometric dimensions. I therefore forward herewith the plans of midship section and profile and deck and shall be obliged if you will submit the case to your Department and let me know whether the class "100A1" without the notation "Shelter Deck with Freeboard" can eventually be assigned when the Re-Classification Survey is completed.



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17th April, 1941.

I think it well to add that the vessel appears to be a sister ship to the "FRESNO", now disclassified, which was classed "LOCAL, Shelter Deck with Freeboard".

I am, Dear Sir,
Yours faithfully,

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Clerk to the
Classification Committee.

RECEIVED-CH-THB.

50284, 503, 10, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25 recommended.

50285 "EMPIRE FANTOM" As recommended. I forward herewith a copy of a letter which has been addressed to the managers of this vessel. The question raised in your letter of the 11th January 1941, as to the class eventually to be assigned, is being taken up with the C.S.S. Department, Glasgow.

The Secretary,
C.S.S. Department,
GLASGOW.

2. The vessel may be further examined in drydock at the Glasgow Dockyard at any time on account of the grounding reported to have taken place on the 15th February.



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