

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th Mar. 41. When handed in at Local Office 20th Mar. 41. Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 88032, on the Wood, Iron or Steel "EMPIRE TARPON" (ex HARPOON.) Date, First Survey 31st Oct 1940. Last Survey 8th Feb. 1941. (No. of Visits 13)

Survey held at South Shields. Built at Gorton Conn. By whom Gorton Iron Works. When 1920 12. Owners' Address Ministry of Shipping. Owners Douglas & Ramsey. Port belonging to London.

Tonnage: GROSS 6085, UNDER DK 5612, NET 3748. Capacity: Bor DBa feet; u E&B feet; f tons; FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

All alterations in the existing records should be underlined.

Report, No. 1023 Port Jek.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be the Surveyors should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters in this case.

Where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose and to whom and why they were declined.

By of (a) Damage Report attached.

Was a damage report made by anyone else? if so, by whom? (b) Underwriters Surveyor (a+c) not known.

S. OR EXAMINATION AS PER RULE, FOR:-

RE, ADVANCEMENT OF RECLASSIFICATION SURVEY, GENERAL EXAMINATION, GROUNDING & ISSUE OF LIM CERTIFICATE.

Damage stated caused:-

By collision with M.V. "BORNHOLM" in the North Sea, on the 5th October, 1940.

By 12 100 tank sounding pipes being damaged during loading or discharging of cargo. (Other particulars not stated.)

By collision with H.M.S. "SATELLITE" in the River Tyne on the 5th February 1941.

Vessel was stated to have grounded on the embankment of Northumberland at Wall, on the 4th Feb. 1941, & again on the 5th Feb. 1941. (Captain stated that act had been made with forefoot on the 4th & with port keel on the 5th) see sheet 2.

OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:- see Report for sounding pipes hold ceiling etc. & for temporary repairs to forecabin side, deck etc.
Wed								
oved and Faired or Repaired								
ed or Repaired in place								

CONDITION OF THE

Decks	good	Bulkheads	parts enamel. good	Engine Room Skylights	good	Copper, or Y.M. (State if on felt.)	When fitted, Month	Year
Stenings	parts enamel. efficient	Ceiling	do.	Coal Bunkers, Openings, Covers, &c.	do.	Boats	good	
ing	do.	Cement or Asphalt	do.	Oil Bunkers	parts enamel. good	Masts, Yards, &c.	do.	
in way of sidelights	do.	Rudder	do.	Scuppers	do.	Condition, how ascertained (State if wedges removed.)	Enamel (how)	
mes	do.	Steering gear and its connections	good	Cargo Hatchways	do.	Equipment letter		
ls.	parts enamel. efficient	Windlass	do.	Hatches	do.	Anchors, No. of	38. 15. 1K.	
Plating	parts enamel. good	Have pumps been examined and found efficient?	do.	Planking	do.	Cables (State if now ranged)	no.	
nks been examined internally	do.	Have Sluice Valves been examined and found efficient?	do.	Caulking	do.	length (on board) mean diam.	do.	
nks been tested?	do.	Have Watertight Doors been examined and found efficient?	do.	Treenails	do.	Rule length	complete size	
	do.	Have Ventilators and their Coamings been examined and found efficient?	do.	Breasthooks & Stemson	do.	Chain Locker	good	
	do.	Air and Sounding Pipes	parts enamel. good	Transoms, Pointers & Crutches	do.	Hawsers & Warps	do.	
	do.	Doubling Plates under Sounding Pipes	do.	Timbers of Frame at openings	do.	Standing and Running Rigging	do.	
	do.		do.	Stringers, Clamps & Shelves	do.	Sails	do.	
	do.		do.	Salting	(State if examined.)			

al 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 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 is eligible in my opinion to have notation "Examined 2.41" (for 12 months). The record #100 A1 (with date) + notation S.S. No 3 (with date) to be deferred until the Reclassification Survey has been completed. Subject to forecabin side plating (port side) framing in way, forecabin deck etc. being permanently repaired at owner's first convenient opportunity; to vessel being undocked for examination of bottom & under at owner's first convenient opportunity, & to shell plates nos 3 & 4 in 4th strake below sheer starboard side & framing in way being dealt with at owner's convenience.

Survey Fee (per Section 20)	12	Fees applied for,	10
Special Damage or Repair Fee (if any)	6	Received by me, 14	19
Travelling Expenses (if chargeable)	4		
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

THURS. 10 APR 1941

(5.40 NYK)

Examined 2.41

Limit 1.41 Subject

G. Campbell.

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W34-0077(114)

Vessel examined afloat. Damage was found in way of forecastle, port side, & recommendations for permanent repairs were made as per copy of Damage Report attached. Owing to the present emergency, recommendations for temporary repairs were made, & have been carried out as follows:-

Damage (a) Temporary Repairs in way of forecabin port side.

shell seams & butts caulked as necessary.

12 shell rivets renewed, & about 100 caulked.

2 forecsts deck transverse beams each supported with a vertical channel from main deck, + a diagonal channel to web frames.

2 forecask side web frames - plates renewed or cropped + part renewed; lugs to shell, deck + to ^{side} longitudinal renewed when necessary, + face bars pinned in place.

1 deck bracket below bollard renewed.

20. 1 lb. tank air pipe repaired.

3 porlights on shelf plated over.

(The above skullwork renewals have been fitted to the shape of the buckled shell & forecastle deck.)

Permanent repairs were recommended to be carried out at owner's first convenient opportunity.

How done for damage (b.)

Vessel examined afloat + the following damage found in #2 Hold:

W₂ 1 DB tank, sounding pipe P.V. bent + torn away from DB tank top flanges.

Wood pipe casings broken.

DB Tanks 10% ceiling covered with oil fuel, + the shell plating, framing
+ bulkheads inside hold covered with oil fuel for a short distance
above D.B. Tanks, 10%.

Damage (to) Repairs.

2 sounding pipes repaired with part new.

2 . wood casings

all hold ceiling lifted, cleaned, + relaid with part new.

the 100. Kank. Kop. hold wells, inside of skull, framing + buckheads
cleaned as necessary.

how done for damage (c).

Vessel examined afloat & the following damage found:-

Harb. side shell plates nos 3 + 4 in 4th stroke below sheer slightly set in. Together with framing in way.

It was considered not necessary to effect repairs at this time, + it was recommended that repairs be effected at owners convenience. 1 anchor + 1 length of chain cable were stated

have been slipped after the alleged collision, & have now been recovered & refitted.

see sheet 2

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.			
	1st Bower ..													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge															

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

CHAIN CABLES.

[illegible]

10m,11,39. (MADE AND PRINTED IN ENGLAND)

"EMPIRE TARPON"

How done for Grounding.

Vessel examined afloat. All tanks & bilges sounded at intervals, & no leakage found.

It was recommended that the vessel be drydocked for examination of bottom & rudder at owner's first convenient opportunity.

An Interim Certificate has been issued (see copy attached.)

How done for Advancement of Reclassification Survey.

Examined masts & rigging ✓

Examined No. 1 & 2. Tank top plating (all ceiling removed) ✓

To complete the Reclassification Survey. (See also New York Rpt. No. 40153.)

All 2B tanks and fore & after peak tanks to examine & test. ✓

Deep tanks to examine & test. ✓

Hold ceiling to be removed as necessary for examination of D.B. ✓

Tank tops (except in No. 1 hold.)

Cumms to examine.

D.A. length to be measured.

How done for General Examination

Examined generally holds, tween decks, deep tanks (oil full), ✓

machinery spaces, decks, casings, ventilators, hatchways & closing ✓

appliances, general equipment, steering gear & windlass. ✓

(on account of oil in the fore peak tank, & water in the after peak tank, these spaces could not be examined.) ✓

(Note:- The above items, except deep tanks, which have been examined generally, are included in those parts already examined for Reclassification Survey.)

The vessel found or placed in efficient condition.

A Freeboard Survey has been carried out at this time, and the freeboard markings have been cut in, in accordance with new freeboard assignment. (Report forwarded.)

Repair, Wear & Tear.

Windlass renewed, & chain pipes removed & refitted in new position to suit. Spigot plates fitted as required on forecassles & main decks in way of existing holes for chain pipes.

Navigating Bridge fitted with additional strengthening in the form of curtain plates, diagonal stays & brackets.

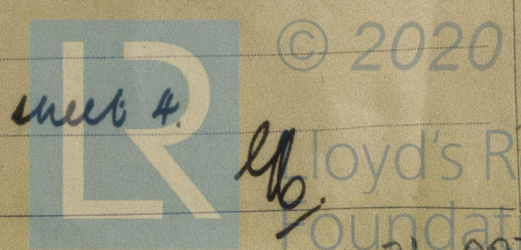
77 hatch covers renewed.

Main topmast renewed.

Rigging repairs carried out as per attached report.

A number of minor repairs effected.

see sheet 4.



"EMPIRE TARPON"

It was observed that the Deep Tank was used as an oil fuel bunker. Cutters were led to bilge wells are fitted, & the forward bulkhead is provided with sparring in No. 2 Hold. Upon examination of the after bulkhead in the stokehold, found no evidence of leakage. (Tank empty.)

The owners have fitted gun seatings on poop deck, with pillaring & stiffening below in poop & tween decks.

It is submitted the records in the Register Book be amended as follows:-

- 2 Dks. instead of 2 Dks + shelter deck.
- ± 100 A1 (Reclassification contemplated) instead of ± 100 A1 shelter deck with freeboard (Reclass: cont.) (See Newcastle letter of 13th Jan. 1941.)
- Length of Poop 34' instead of 48'.

llb.