



"EMPIRE TARPON"

how done for damage (a).

Vessel examined afloat. Damage was found in way of forecsts, 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 forecsts 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 forecsts side web frames - plates renewed or cropped + part renewed; upper to shell deck + to longitudinal renewed when necessary, + face bars fained in place.

1 deck bracket below bollard renewed.

No. 1 O.B. Tank air pipe repaired.

3 portlights on shell plated over.

(The above steelwork renewals have been fitted to the shape of the buckled shell + forecsts deck.)

Permanent repairs were recommended to be carried out at owners first convenient opportunity.

how done for damage (b)

Vessel examined afloat, + the following damage found in No. 1 Hold:-

No. 1 O.B. Tank sounding pipe P.T. bent + torn away from O.B. Tank top flanges. Wood pipe casings broken.

O.B. Tank top ceiling covered with oil fuel, + the shell plating, framing + bulkheads inside hold covered with oil fuel for a short distance above O.B. Tank top.

Damage (b) Repairs.

2 sounding pipes repaired with part new.

2 wood casings . . . . .

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

No. 1 O.B. Tank top, hold wells, inside of shell, framing + bulkheads cleaned as necessary.

how done for damage (c).

Vessel examined afloat, + the following damage found:-

Starboard side shell plates No. 3 + 4 in 4th stoke 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 to

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

Lloyd's Register Foundation

10077(214)

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

Iron Steam Chain or Steel Wire...

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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 DB. Tank top plating (all ceiling removed) ✓

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

All DB 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.)

Cumps to examine.

D.A. length to be measured.

How done for General Examination

Examined generally Holds, Tween decks, Deep Tank (oil full), Machinery spaces, decks, casings, ventilators, hatchway + closing appliances, general equipments, 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 tank, 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.)

Repairs, 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.

17 hatch covers renewed.

Main topmast renewed.

Rigging repairs carried out as per attached report.

A number of minor repairs effected.

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It was observed that the Deep Tank was used as an oil fuel bunker. Cutterways 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 13<sup>th</sup> Jan. 1941.)

Length of Poop 34' instead of 48'

lho.

