

(Received at London Office _____ - 3 SEP 1947)

011823-011825-0107

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

MACHINERY OF THE S.S. 'MOBILE'

securing turbines to gear case broken, the mild steel gear case slightly indented and holed locally. The turbines and gears were opened out, rollers lifted, and examined with the gears and appear to be undamaged. The turning gear and motor damaged. Two lengths of intermediate shafting bent and the coupling bolts broken or stretched. Turbines and gears for two 300 h.p. generators and one 50 h.p. generator damaged by sea water only.

The following badly damaged or missing: - Four type turbine motor, two sanitary pumps, one bilge pump, one main fire pump, one general service pump, one drinking water pump, one main feed pump and one air compressor.

The remainder of the engine room auxiliaries were undamaged or had sustained slight damage only, except the electric motors, starters etc. which had been submerged. (These facts detailed in attached damage report.)

Bulkheads: - When permanent repairs are carried out on the hull, the port and starboard bulkheads will require to be removed for access to the boiler room deck and the boiler seatings.

The starboard bulkhead undamaged structurally, but the fire brick lining and insulation damaged by sea water. The port bulkhead ribs found distorted, the relative positions of the two drums altered, some mountings broken and the casing and piping distorted. Uptakes for both bulkheads distorted. Steam, oil and water pipes, platform, gratings and ladders, spare gear, telegraphs etc. damaged as detailed in attached reports.

Electric Installation: - Damaged by immersion in sea water: - Switch boards, generators, motors, wiring and fittings as detailed in attached damage report.

After examination it was arranged that owing to local conditions as regards the repairs to the hull, the minimum temporary repairs to enable the vessel to be towed to a U.S. Pacific port be carried out. It was later arranged that the vessel be used as a non-propelling floating oil depot and repairs as follows were carried out: - The main turbines and gears opened out, cleaned and coated with special grease to prevent deterioration and rusting. The two damaged lengths of intermediate shafting removed. The propeller removed, propeller shaft drums and blank flanges fitted at each end of stern tube. Main steam pipes between regulating valves and turbines removed.

Additional pumps: - In order to temporarily replace essential pumps which were badly damaged, a motor driven pump was fitted for sanitary service and a vertical steam simplex pump and a horizontal steam duplex pump fitted, each pump for fire or bilge service. (continued)

MACHINERY OF THE S.S. "MOBILUBE".

As far as permanent repairs:- The steering gear placed in good working condition and tested. The two 300 h.p. and one 200 h.p. turbo-generators re-conditioned and placed in good working condition. All pumps and auxiliaries (except those found badly damaged or missing - see attached damage report) overhauled and adjusted as necessary. Motors re-wound, starters re-conditioned and all placed in good working condition. The starboard boiler cleaned, all mountings opened out, joints remade and the boiler tested by water pressure to 600 lbs. per square inch. The firebrick lining and insulation removed as necessary and the boiler placed in order for the normal working pressure of 450 lbs. per square inch. Auxiliary steam pipes from starboard boiler to the generators and steam driven auxiliaries refitted or removed as necessary. Fuel pipes and oil and water pipes sufficient for use with the starboard boiler were first removed and all placed in working condition. The boiler room platform replaced in way of the starboard boiler and a gangway arranged to the front side for access to valves. Electric wiring and fittings in engine room partly removed, as far as possible the wiring removed was arranged to be permanent.

The main switchboard, motor generator switchboard and main cargo pump switchboard, with all fittings and instruments re-conditioned and placed in good working condition.

On completion of these repairs, all machinery except those auxiliaries which are essential for the main turbines only, was tested under working conditions and found satisfactory.

Permanent repairs as detailed in attached report remain to be carried out at the Owner's convenience.

The vessel is now under Navy control and manned by a U. S. Navy crew.

J. A. C. Skene