No. 99286

ort of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office MAR 24 1941)

ting Report ..... 19 .... When handed in at Local Office 18/2/1941 Port of NEWCASTLE-on-TYNE

Survey held at South Shields & Tyne Dock Date, First Survey 5 Nov/40 Last Survey 31st Jany 1941 (No. of Visits 30)

3032 - on the Machinery of the ~~Wood~~, ~~Iron or~~ Steel S.S. EMPIRE TARPON & HARPOON

6085

Gross 5464 Vessel built at Groton Conn By whom Groton Iron Works When 1920-12 (Year. Month.)

Net 3797 3748 Engines made at Jersey City By whom Vulcan Iron Wks When 1920

Boilers, when made (Main) 1920 (Donkey) —

Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Douglas & Ramsay Port London Voyage

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Middle Dock, Tyne Dock

Boilers 4 684

Boilers

y Boilers

ure

oilers

Boilers

eport No. ..... Port .....

ulars of Examination and Repairs (if any) L.M.C.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the epairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ng detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

age report made by anyone else? If so, by whom?

eyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " " ✓

ot done, state for what reasons? ✓

rts of the Boilers could not be thus thoroughly examined? ✓

ecial means, in the absence of internal examination, were adopted by the o assure himself of the thorough efficiency of those parts of each Boiler? ✓

date of internal examination of each boiler C 8-1-41. P 9-1-41. S 10-1-41 Present condition of funnel(s) efficient

eyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs □"

eyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

eyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

eyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

eyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

haft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

w been changed? ✓ If so, state reasons ✓

ft now fitted been previously used? ✓ Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

e parts, when referred to by numbers, should be counted from forward. Is electric light ~~and/or power~~ fitted? Yes

e Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

lation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? Yes

y is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 Shelter deck with freeboard Reclassification contemplated Examined 5,40		
Fitted for oil fuel.		

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

ines, rotors, blading, adjusting blocks, gearing, oil sprayers, bearings, thrust , tunnel shafting, condensers examined found or placed in an efficient tion. All auxiliary machinery opened up placed in good working tion. Boilers with their mountings & safety valves examined placed he working condition. Safety superheater valves adjusted under steam o 205 lbs □" respectively. Oil fuel pumps heaters opened up placed in condition. Fuel/oil tanks, sump coolers with their fittings & connections ned placed in order. Steam pipes & superheaters tested in place to twice g pressure found in order. Bilge injection valve opened up placed in Steering engine opened up found in order. Windlass renewed. Pumping

al Observations, Opinion, and Recommendation:— The machinery of this vessel

clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also ny alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or LMC 140 lb., F.D., &c.) CS 3,34,

gible in my opinion to be reclassed & the following records made he Register Book. L.M.C. 1,41. Fitted for oil fuel 12,20. F.P. above

3 W.T.B. (SHF)

per Section 29). Per L & S 26/3/41 £ 28 : 0 : 0

Elec. Installation. £ 5 : 0 : 0

age or Repair Fee (if any) ..... £ 10 : 10 : 0

per Section 29.) Neby Dam.

xpenses (if chargeable) ..... £ :

Fees applied for ..... 19 ....

Received by me, ... 19 ....

THURS. 10 APR 1941

J. H. Matthews — L. V. Owen.

Engineer Surveyor to Lloyd's Register of Shipping.

ittee's Minute

Amd 1.41

ed Surveyor

To be sent to

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

Lloyd's Register Foundation
W34-0080112

S.S. EMPIRE TARPON & HARPOON

arrangements in order.
Repairs. Turbines - Rotors lifted, journals dressed & bedded in bearings. Turbine rotor blades thoroughly cleaned, rotors replaced & clearances checked.
Condensate pumps removed. Ejectors & fittings removed from main condenser. Weir's air pump (Paragon Type) fitted with suitable connections to mains and condenser & filter tank.
Condensers - tubes renewed as necessary, cleaned, tested & found sound & tight.
Boilers - thoroughly cleaned, minor repairs effected to mountings, new internal feed pipes fitted & afterwards tested by water pressure to 300 lbs □" & found sound & tight.
L.P. pump - overhauled, casing machined, sealing rings fitted & fore bearing renewed.
Manoeuvring & emergency shut off valve removed & overhauled. Valves overhauled & pipe joints remade in engine & boiler room as found necessary.
Oil fuel installation examined under working conditions. Fuel tank valves & deck control gear are in order & the fuel discharge pipes between pumps & furnaces are in good condition & their joints tight.
Main & aux. machinery tested under working conditions for 4 hours with satisfactory results.
The rule requirements for the use of oil as fuel have been complied with.

Sea connections examined 5,40 - see New York Report.
No information could be obtained for the date of examination of the screw shaft.
Sc Shaft examd 6.39 by American Bureau (Moved from Lon 373/41)

Electrical Installation.
The installation was examined and tested and, after the following repairs & modifications had been carried out, was found satisfactory.
Generators cleaned and overhauled.
Back of main switchboard renewed and new mains fitted.
Q.F. Accommodation renewed
W/T Cabin renewed.

W. L. Bowen.

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W34-0080(212)

Reclassing.

Engine & Boilers examined throughout,
(except Sea connections (done at W.Hr in 5.40)
& Screw shaft)
Repairs & some alterations effected

It is submitted that
this vessel is eligible for
THE RECORD, LMC 1.41

Subject to the Screw shaft being
examined.

It is concluded that the Boilers
are efficient for the original
HJR pressure of 225 lb but this should
be confirmed.

For A.B. 3WTB (spt) 225 lb (F)
684 N.H.P.
H.S. 9510. Fitted for
oil fuel 12.20 F.P.
above 150 °F.

25/9/41