

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MAR 24 1941

When handed in at Local Office 18/2/41 Port of NEWCASTLE-ON-TYNE

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

on the Machinery of the Wood, Iron or Steel S.S. EMPIRE TARPON HARPOON

Gross 5464 Vessel built at Gorton Linn By whom Gorton Iron Works When 1920-12

Net 3773 Engines made at Jersey City By whom Vulcan Iron Works When 1920

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

Boilers Owners Ministry of Shipping Owners' Address —

Boilers Managers Douglas & Ramsey Port London Voyage —

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

Report No. — Port —

Particulars 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 nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and the nature of the damage should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

Special damage report made by anyone else? If so, by whom? —

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

Does the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Are the parts of the Boilers which could not be thus thoroughly examined? —

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? —

Date of internal examination of each boiler 8-1-41. 19-1-41. 5-10-1-41 Present condition of funnel efficient

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

Does the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? —

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? —

Does the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? —

Does the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? —

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

Has the shaft now been changed? Yes If so, state reasons — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

Has the examination of Screw Shaft been completed? Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. — Is electric light and power fitted? Yes

Are the parts, when referred to by numbers, should be counted from forward? — Is electric light and power fitted? Yes

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? Yes Is electric light and power fitted? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes Is electric light and power fitted? Yes

If the insulation resistance is not complete, state what arrangements have been made for its completion and what remains to be done Complete

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

is in good working condition. All auxiliary machinery opened up & placed in good working condition. Boilers with their mountings & safety valves examined & placed in good working condition. Safety superheater valves adjusted under steam to 205 lbs & 20 respectively. Oil fuel pump & heaters opened up & placed in good working condition. Fuel oil tanks, dump coolers with their fittings & connections examined & placed in order. Steam pipes & superheaters tested in place to working pressure & found in order. Bilge injection valve opened up & placed in good working condition. Steering engine opened up & found in order. Windlass renewed. Pumping gear examined & found in order.

It is recommended that the machinery of this vessel be reclassified as follows: L.M.C. 1, 41. Fitted for oil fuel 12, 20. F.P. above 12, 20.

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

To be sent to

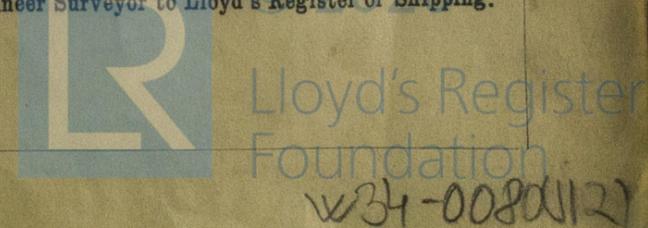
per Section 29) per L.S. 26/3/41 £ 20: 0: 0  
Etc. installation. £ 5: 0: 0  
Age or Repair Fee (if any) £ 10: 10: 0  
per Section 29.) Relay Dam.  
Expenses (if chargeable) £ —: —: —

Fees applied for  
Received by me,  
19

J. H. Matthews - L. B. Bowen  
Engineer Surveyor to Lloyd's Register of Shipping.

THURS. 10 APR 1941

Committee's Minute  
dated 10/4/41  
Subject —



W34-0080112

S. S. EMPIRE TARPON ex 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. Weiss air pump (Paragon type) fitted with suitable connections to main air & 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.

Oil pump - overhauled, casing machined, sealing rings fitted & for 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 rules 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 resin shaft.

Staff issued 6-39 by American Bureau (Moored from Lon 27/3/41)

Electrical Installation.

The installation was examined and tested and, after the following repairs & modifications had been carried out, was found satisfactory.

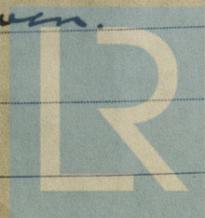
Generators cleaned and overhauled.

Back of main switchboard renewed and new resin fitted.

Off accommodation renewed.

W/T Cabin renewed.

H. S. Brown.



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Lloyd's Register  
Foundation

W34-0080(212)

S.S. EMERALD TAPPAN HARRISON

*[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]*

Alasung  
Sulphur Spoiler examined throughout  
Cable Sea connections (now at 17th in 500)  
& new shaft  
Repairs & some alterations effected

It is submitted that  
this vessel is eligible for  
**THE RECORD, Vol. 1-41**

Subject to the new shaft being  
examined.

It is concluded that the boilers  
are efficient for the original  
purpose of 20 ft. but the doors  
will be strengthened.

Am. A. 31778 (Spec) 215-HC

684 N.M.  
No. 9510. F. H. J. J.  
retired 12-20-11.  
at the 150 ft.

*[Handwritten signature]*  
25/1/44