

# WRECK SECTION 56

## REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

- 3 OCT 1941

Date of writing Report 30. 9. 41 When handed in at Local Office 30. 9. 41 Port of Glasgow

No. in Reg. Book 23305 Survey held at Glasgow Date First Survey 29. 4. 41 Last Survey 20. 9. 1941

on the Machinery of the Vessel, Iron or Steel Sc "Empire Tarpon" (No. of Vessel 23305)

Tonnage { Gross 6085 Vessel built at Gorton Conn. By whom Gorton Iron Works When 1920.12  
 Net 3748 Engines made at Jersey City By whom Tulcan Iron Works When 1920

Nominal Horse Power 684 Boilers, when made (Mach) 1941 (Donkey) ✓

No. of Main Boilers 3 Owners Ministry of War Transport Owners' Address London Voyage ✓

No. of Donkey Boilers ✓ Managers Douglas & Ramsey If Surveyed Afloat or in Dry Dock Yes (State name of Dock) King George V Dock

Steam Pressure in Main Boilers 225 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ Report No. 63700 Port Glasgow

### Particulars of Examination and Repairs (if any)

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

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

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Donkey " " " " " "

Was not done, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What 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?

Latest date of internal examination of each boiler. Starb 12-8-41, Port 15-8-41, Centre 19/8/41 Present condition of funnel good

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 225 lb per sq

Has the Surveyor examined the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? ✓

Has the Surveyor examined the drain plugs of the Main Boilers? none

and of the Donkey Boilers? ✓

Has the Surveyor examined all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? No

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? ✓

Has the shaft now been changed? ✓ If so, state reasons.

Has the shaft 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? ✓

Latest date of examination of Screw Shaft ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted Yes

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete

Now done. Three water tube boilers removed ashore and replaced by three new water tube Babcock & Wilcox boilers. (See Glasgow F.E. Report No. 64433) Boiler mountings removed from old boilers.

Examined hydraulically tested and fitted to new boilers. These boilers after being satisfactorily erected on board were hydraulically tested to 380 lb per sq inch and found sound & tight. Safety valves afterwards adjusted under steam to 225 lb per sq inch and found satisfactory. Oil fuel installation examined under working condition and found good. H.P. & L.P. turbines opened up. Casings and rotors examined and found good. P.T.O.

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

(State 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 any 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 L.M.C. 140 lb., F.D., &c.)

As far as now seen is in a safe working condition and eligible in my opinion to remain as classed and to have the notation + N.B. 9/41.

Survey Fee (per Section 29) £ : : Fees applied for 1 OCT 1941

Special Repair or Repair Fee (if any) 12-12-0 Received by me, G. E. Murdoch

Travelling expenses (if chargeable) £ : : 19

Committee's Minute GLASGOW 1 OCT 1941

Assigned Refered

+ NB 9.41 (W18)

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W34-0095



S.S. Empire Tarpon

Main condenser re-tubed and hydraulically tested. Auxiliary condenser re-tubed with the best tubes removed from the main condenser and hydraulically tested. Dual air pump examined. Two independent feed pumps renewed. Forward and after dynamo engines removed ashore completely overhauled afterwards placed on board and tested under full load.

Now done. See London letter 9/8/41.

Four three inch holes have been cut in the funnel damper. The uptake dampers have been removed, and the following notice has been placed in the stokehold in a well lighted position.

- (1) When lighting up from cold, the funnel damper must be opened at least 10 minutes previously in order to clear the boiler and uptakes of any gases which may have accumulated.
- (2) When steam is available, the fan is to be run with the funnel damper closed, before lighting or re-lighting the burner.

Repairs. Circulating pump top and bottom end bushes re-metalled after dynamo engine crank shaft renewed.

Forward and after dynamo engine governors renewed.

Two main Steam and 2 Feed pipes renewed. G. E. Murrell.

OK

Noted  
Submitted to Surveyor be  
asked to state why the  
Boilers were renewed &  
main condenser re-tubed.

M.L.A. #99960.  
N.W.P. 704.  
Delete (Sgt.)  
9/10/41

