Rpt. 9.

No. 3811

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

(Received at London Office 23 JAN 1942)

Date of writing Report 22nd Dec 1941 When handed in at Local Office 22nd Dec 1941 Port of Halifax N.S.

No. in N. Book. ~~Supplement~~ ~~4989~~ Survey held at Sydney, N.S. Date. First ~~Survey~~ and Last Survey 20th Dec 1941 (No. of Visits two)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. EMPIRE BUFFALO.

Tonnage { Gross 6404 / Net 4618

Nominal Horse Power 480 ~~354~~

No. of Main Boilers ✓ 3

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers ✓ 210 lb

in Donkey Boilers ✓

Vessel built at Seattle, Wash. By whom Skinner & Eddy Corpn. When (Year. Month.) 1919 ✓

Engines made at Hamilton, O. By whom Hooven, Owen, Rentschler When 1919.

Boilers, when made (Main) ✓ (Donkey) ✓

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

Managers Lyle Shipping Co Ld. Port Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat. Sydney Harbour, N.S.

Last Report No. 10784 Port McH.

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	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 11.41		BS ~~11.40~~ 11.41
Classification		TS(CL) . 6.40
Contemplated		
Exam. ~~11.40~~ 8.41		
Fitted for oil fuel		

Particulars of Examination and Repairs (if any) Int. Cert.

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

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

Was a damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " " No

If this was not done, state for what reasons ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

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

Did the Surveyor examine all the mountings of the Main Boilers? ✓, 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 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? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitæ 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

If so, did the Surveyor examine 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.? ✓

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

Now done:- At the request of the Owner's Representative examined damage to propeller stated to have been sustained by striking object at sea on the 25th Nov, 1941 whilst in Westbound Atlantic Convoy. Propeller examined as far as possible with vessel afloat in ballasted condition. One blade tip found bent aft about 12". Two blade tips set aft slightly. One blade apparently undamaged. As dry harbour was beginning to freeze up during this examination the Owners request that repairs be deferred until the vessel's arrival at New York to which port the vessel is now bound. Vessel is in satisfactory condition for voyage. Cert "B1" issued & the Owners & copy herewith

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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

is eligible, in my opinion, to remain as classed without fresh record of survey subject to repairs to propeller being carried out at New York to which port the vessel is now bound.

Survey Fee (per Section 29) £ : :

Cert

Special Damage ~~or Repair~~ Fee (if any) (per Section 29.) £ $40.00

Travelling expenses (if chargeable) £ $20.00

Fees applied for Dec. 20 1941

Received by me, 19

FRI. 6 FEB 1942

Committee's Minute

Assigned No action

E. Marlborough.

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

10m,2,41.—Transfer Ink. PRINTED AND PRINTED (The Surveyors are requested not to write on or below this line.)

2 1

Propeller damaged by striking an obstruction - to be dealt with at N York

Submitted action be deferred.

D.A.
2/2/42