

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

(Received at London Office 24 NOV 1941)

Date of writing Report 21-11-1941 When handed in at Local Office 21-11-1941 Port of Manchester

Survey held at Manchester Date, First Survey 20-10-41 Last Survey 12-11-1941 (No. of Visits 10)

152 on the Machinery of the Wood, Iron or Steel S.S. "EMPIRE BUFFALO" Year. Month.

Gross 6704 Vessel built at Seattle, Wash. By whom Skinner & Eddy, Corp. When 1919
Net 4618 Engines made at Hamilton, O. By whom Horn, Durm, Kentschler & Co. When 1919

480 Boilers, when made (Main) 1919 (Donkey)
3 Owners Ministry of War Transport. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Eagle Shipping Co. Ltd. Port London Voyage

210 1/2 Surveyed Afloat in Dry Dock No. 22, Inver Park, Trafford Park & Leeds to Harwich
Donkey Boilers

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

100 A1 BS 10.40
(Classification Contemplated) CL 6.40
Examined 10.40
12.40.
Fitted for oil fuel

Particulars of Examination and Repairs (if any) B.S. Machinery Repair

Medical 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where a special damage report is required to state whether he has offered his services for this purpose, and why they were declined.

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

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

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

Where a special damage report is required to state whether he has offered his services for this purpose, and why they were declined.

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 PORT & STRD 27-10-41. CENTRE 6-11-41. Present condition of funnel(s) Efficient.

Has the Surveyor examine the Safety Valves of the Main Boiler? YES. To what pressure were they afterwards adjusted under steam? 210 lbs/sq"

Has the Surveyor examine the Safety Valves of Donkey Boiler? YES. To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES. , and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? None fitted. , and of the Donkey Boilers?

Has the Surveyor examine 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? YES. 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? NO. If so, state reasons. 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?

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?

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. 1/32"

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

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

Where a special damage report is required to state whether he has offered his services for this purpose, and why they were declined. Complete

How done for Docking

Vessel placed in dry dock, propeller, after end of stern

bush and all outside fastenings examined.

It was noted that the distance between the top of the screw shaft and the

lignum vitae of the stern bush was 1/32". The flange of the stern

bush was 3/16" clear of the screw shaft at the bottom.

The Chief Engineer stated that no vibration of the shaft or stern

gland leakage had been noted.

In view of the present wear down, it is considered that special attention

should be given to the working of the stern bush at the next dry docking, (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

CS 3, 34, 140 lb., F.D., &c.)

As far as now seen, is, in my opinion, in an efficient condition

and eligible to remain as now classed in the Register Book and to

have a fresh record of BS, 11, 41 subject to the working of the stern bush

receiving special attention at the next dry docking.

Received by me, D. Hallbury, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed B.S. 11. 111 Subject

FRI 2 JAN 1942

Lloyd's Register Foundation W30-0031

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

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

which, the Owner's representative stated, would be within the ensuing twelve months.

The shaft is considered efficient in the meantime. During to congestion of shipping in the port, no facilities were available for reworking at this time.

How done for B.S. 11, 41

The port, centre and starboard main boilers were examined internally and externally together with all their mountings and fastenings.

The safety valves of all boilers were adjusted under steam to the pressure stated above, and the oil burning installation was examined under working conditions.

How done for B.S. Repairs

A new main check valve was fitted on the centre boiler on account of seat distortion and cutting.

The new valve was examined under an hydraulic test pressure of 500 lbs/sq" and found satisfactory.

Leakage in way of the bolt straps was noted on all boiler shells in the region of the boiler supports.

The seams were carefully examined and ^{the rivets} hammer tested and found efficient. Light caulking was sufficient to stop the leakage.

Other minor wear and tear repairs were effected.

How done for Machinery Repairs.

The steam cylinders of the air pumps were removed ashore and machined in way of the valve faces on account of heavy wear.

All working parts of the forced feed water pump were examined and the pump liner was found slack. This liner was secured by fitting a stop plate at the top of the cylinder.

All working parts of the inboard dynamo and the auxiliary circulating water pump were examined and minor wear and tear repairs effected.

It is recommended that any of the above parts of the machinery not previously dealt with for the reclassification survey, be counted towards that survey.

D. Whallum



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