

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

(Received at London Office

7 NOV 1941)

Date of writing Report **10th. Sept. 1941** When handed in at Local Office **12th. Sept. 1941** Port of **JACKSONVILLE.**  
 in Survey held at **Tampa, Florida.** Date, First Survey **15th. Aug. 1941** Last Survey **22nd. Aug. 1941**  
 Book (No. of Visits **two**)

on the Machinery of the ~~Woodhouse~~ Steel **S.S. "EMPIRE BUFFALO"** Year. Month.  
 Gross **6404** Vessel built at **Seattle, Wash.** By whom **Skinner & Eddy Corp.** When **1919**  
 Net **4616** Engines made at **Hamilton, O.** By whom **Hooven, Owens & Rentschler** When **1919**  
 Final Power **450** Boilers, when made (Main) **1919** (Donkey) **-**  
 Main Boilers **3** Owners **Ministry of Shipping.** Owners' Address **-**  
 Donkey Boilers **-** (if not already recorded in Appendix to Register Book.)  
 Pressure **210** Managers **Lyle Shipping Co. Ltd.** Port **London** Voyage **Tampa to U.K.**  
 Main Boilers **-** If Surveyed Afloat or in Dry Dock **Afloat.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

## Particulars of Examination and Repairs (if any)

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.

In cases where the Surveyor has not made a special damage report he 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?

" Donkey "

When was not done, state for what reasons? **Stated that Boiler Survey to be held on arrival in U.K.**

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?

What is the latest date of internal examination of each boiler?

Present condition of funnel(s) **Good.**

Has the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

**Port & Centre boilers only.**

and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

**Yes - externally.**

and of the Donkey Boilers?

Has a new shaft 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?

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?

What is the 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 examine the generators, motors, switchgear, cables and fuses?

**As far as practicable.**

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

**Stated tested in June 1941 at Philadelphia.**

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

**ONE: Main engine I.P. cylinder opened up and cylinder, cover, piston, piston rod, crosshead, connecting rod, and top and bottom end brasses, examined and found or placed in good condition. I.P. piston rod found bent at 21 inches from piston cone, rod straightened, annealed, polished, packing refitted, and reassembled in good order; I.P. engine alignment checked. Main engine stop valve opened up, examined, and placed in good condition, spindle nut renewed. Throttle valve reconditioned and placed in good condition. Auxiliary circulating pump plunger rod renewed in good condition. General service pump suction and discharge valves, seats and springs examined, part renewed and placed in good condition. Main engines generally examined externally and found in apparent good condition. All auxiliary machinery examined under working conditions and found in apparent good order. All boiler mountings examined externally; drain valves, scum valves and feed check valves of port and centre boilers opened up, examined, and placed in good condition. Water gauge mountings and connections all tested under working conditions and found in good condition and clear under steam. Stated by Chief Engineer that machinery now is in good operating condition, and that the studs of boiler mountings are known to be in good condition. Electrical equipment generally examined as far as practicable and found in apparent good order.**

## General Observations, Opinion, and Recommendation:—

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.E.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in good and efficient condition and will be admissible in my opinion to be classed in this Society when the survey has been completed.

Has the special survey be completed within the next 12 months it is recommended that the following should be accepted as part of that survey:— I.P. cylinder, cover, piston, piston rod, crosshead, connecting rod, top and bottom end brasses, and I.P. crank journal.

Fee (per Section 29) £ : - : Fees applied for Aug. 27, 1941  
 Damage or Repair Fee (if any) £ **\$20.00**  
 (per Section 29.)  
 Other expenses (if chargeable) £ : - : Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed **As MOW**

NEW YORK SEP 24 1941



Lloyd's Register Foundation

W30-0035



Notes

Part Survey

Examined 841-12 m

Sl due 1041

25/11/41



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