

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

(Received at London Office 30 JUL 1941)

Date of writing Report 19 When handed in at Local Office 16 JUL 1941 Port of LIVERPOOL

No. in Reg. Book. Survey held at Liverpool Date First Survey 15/7/41 Last Survey 16/7/1941 (No. of Visits 2)

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

Tonnage Gross 6464 Net 4618 Vessel built at Seattle Wash. By whom Skene & Sady Corp When 1919

Nominal Horse Power 480 Engines made at Hamilton O. By whom Howe Owen & Bantall When - do -

No. of Main Boilers 3 Owners Merchants of Shipping Owners' Address London Voyage

No. of Donkey Boilers 1 Managers Ryle Shipping Co. Port London If Surveyed Afloat or in Dry Dock In River

Steam Pressure in Main Boilers 210 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 10604 Port MCH. Particulars of Examination and Repairs (if any) Boiler Repairs

(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.

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

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

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

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) Good

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? 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. 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? 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted

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

attended on board at the request of the master

Repairs were made to Centre Boiler - Centre box flanges (front end) found leaking

are plain stay tubes in above box embedded found satisfactory - several rivets in centre

back end & front tube plate caulked

Boiler examined under steam found satisfactory

W. H. Woggett

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

(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 S.I.M.C. 140 lb., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed.

Survey Fee (per Section 29) £ : : Fees applied for 25 JUL 1941

Special Damage or Repair Fee (if any) (per Section 29) £ 3 : 3 : 0 Received by me, W. H. Woggett

Travelling expenses (if chargeable) £ : : 19. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 29 JUL 1941 Assigned As now.

Lloyd's Register Foundation

W30-0036

No.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

10m. 241 - Transfer Fee. (The Surveyors are requested to write on or below the space for Committee's Minute.)

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

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