

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office NOV 20 1940

Date of writing Report 7.11.40. When handed in at Local Office 7.11.40. 19 Port of SWANSEA.

To. in Survey held at SWANSEA. Date, First Survey 9th AUG. Last Survey 10th OCT 1940.

Reg. Book. 3627. on the STEEL SCI: 'EMPIRE BUFFALO' EX. 'EGLANTINE' (Number of Visits 24.)

built at Seattle, Wash. By whom built Skinner & Eddy Corp. Yard No. 68 Tons Gross 6404. Net 4618.

Engines made at Hamilton, O. By whom made Hoover, Owens, & Reuschler Engine No. When built 1919.

Boilers made at By whom made Boiler No. When made 1919.

Registered Horse Power Owners Ministry of Shipping. Port belonging to London.

Com. Horse Power as per Rule 3591 429 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.

Trade for which Vessel is intended

ENGINES, &c. Description of Engines TRIPLE EXPANSION STEAM RECIPROCATING ENGINE

Dia. of Cylinders 25" - 42 1/4" - 72" Length of Stroke 48" No. of Cylinders 3. Revs. per minute No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.47 13.9 Crank pin dia. 1 1/4" Crank webs Mid. length breadth 28" Thickness parallel to axis 10"

Intermediate Shafts, diameter as per Rule 13.47 13.9 as fitted 13.3. Thrust shaft, diameter at collars as per Rule 13.47 13.9 as fitted 14 1/8"

Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

Propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tub

Propeller, dia. Pitch No. of Blades 4 Material whether Moveable Total Developed Surface sq. feet

Red Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work

Large Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work

Ballast Pumps, No. and size ONE. 12" - 10 1/4" - 12" Lubricating Oil Pumps, including Spare Pump, No. and size ONLY RACET TYPE PUMP.

Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Water Circulating Pump Direct Bilge Suctions, No. and size ONE 14" EXT. DIA. Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes TUNNEL = YES. HOLDS = TO VERIFY.

Are they fitted with Valves or Cocks VALVES EXCEPT MAIN BLOW.

Are the Blow Off Cocks fitted with a spigot and brass covering plate YES.

Are they tested as per Rule No.

Are the Overboard Discharges above or below the deep water line BELOW.

Are the Blow Off Cocks fitted with a spigot and brass covering plate YES.

How are they protected TO BE VERIFIED.

Have they been tested as per Rule No.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES.

Is the Shaft Tunnel watertight YES. Is it fitted with a watertight door YES. worked from ENG. ROOM GRATING.

MAIN BOILERS, &c. (Letter for record) Total Heating Surface of Boilers OIL BURNING 2684 sq. ft. COAL BURNING 2453 sq. ft. AS PER PLAN.

Which Boilers are fitted with Forced Draft NONE. Which Boilers are fitted with Superheaters NONE. SUPERHEATERS REMOVED.

Working Pressure 210 lbs. IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES.

IS A DONKEY BOILER FITTED? NO. If so, is a report now forwarded?

Are approved plans forwarded herewith for Shafting NO. Main Boilers PLAN FORWARDED FOR PERUSAL & RETURN TO MANAGERS. Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements NO. Oil fuel Burning Piping Arrangements NO.

SPARE GEAR. (as the spare gear required by the Rules been supplied TO BE VERIFIED & COMPLETED IF NECESSARY.

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



During progress of work in 1938 - - ✓

Dates of Survey while building During erection on board vessel - - - ✓

Total No. of visits ✓

Dates of Examination of principal parts - Cylinders HP = 24.40, MP = 25.9.40, LP = 25.9.40 Slides HP = 9.3.40, MP = 12.8.40, LP = 7.7.40 Covers HP = 7.3.40, MP = 25.9.40, LP = 25.9.40

Pistons HP 25.9.40, MP 25.9.40, LP 25.9.40 Piston Rods HP 25.9.40, MP 27.9.40, LP 26.9.40 Connecting rods 21.8.40

Crank shaft 21.8.40 Thrust shaft 27.8.40 Intermediate shafts 11.9.40 & 9.10.40

Tube shaft ✓ Screw shaft ✓ Propeller ✓

Stern tube ✓ Engine and boiler seatings 12.8.40 & 25.9.40 Engines holding down bolts 21.8.40

Completion of fitting sea connections ✓ Boilers fixed ✓ Engines tried under steam 12.10.40

Completion of pumping arrangements ✓ Main boiler safety valves adjusted 10.10.40 Thickness of adjusting washers 1/2" 1/4" 1/8" 1/16" 1/32" 1/64" 1/128" 1/256" 1/512" 1/1024"

Crank shaft material FORGED STEEL Identification Mark ✓ Thrust shaft material FORGED STEEL Identification Mark ✓

Intermediate shafts, material FORGED STEEL Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓

Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150°F. YES

Have the requirements of the Rules for the use of oil as fuel been complied with TO BE VERIFIED

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo NO If so, have the requirements of the Rules been complied with NO

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with NO

Is this machinery duplicate of a previous case NO If so, state name of vessel NO

General Remarks (State quality of workmanship, opinions as to class, &c.)

The workmanship of the engine & boiler & the general layout of the machinery has been found satisfactory & is eligible in my opinion to be classed with this society & to have the record of survey & notation L.M.C. 1000, when the survey has been completed as mentioned hereunder.

To COMPLETE 1ST ENTRY REPORT, the following remains to be done:-

- For Screw shafts, propellers, please refer to MOBILE, ALA. REPORT N^o 1702.
- Pipes passing through bulkheads & how protected, to be verified.
- Pipes passing through deep tanks, to be verified & tested.
- Spare Gear, to be verified & completed if necessary.
- Full pumping arrangements to examine. & Sign of sections.

The amount of Entry Fee ...	£ 39 :-	When applied for,	30.10.40, 19
Special ...	£ 39 :-	When received,	12.11.1940
Donkey Boiler Fee ...	£ :		
Travelling Expenses (if any) £	:		

Breckman
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned