

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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 To. in Survey held at SWANSEA. Date, First Survey 9th Aug. Last Survey 10th Oct 1940.
 Reg. Book. (Number of Visits 24.)
 627. on the STEEL SC: "EMPIRE BUFFALO" EX. "EGLANTINE"
 Built at Seattle, Wash. By whom built Skinner & Eddy Corp. Yard No. 68 Tons { Gross 6404.
 Engines made at Hamilton, O. By whom made Hoover, Owens, & Rentschler 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.
 (Lyle Shipping Co. Ltd. 1695).
 Com. Horse Power as per Rule 359 429 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 ✓
 Crank shaft, dia. of journals as per Rule 13.47 13.9 No. of Cranks 3
 as fitted 14 1/4 ✓ Crank pin dia. 14 1/4 ✓ Mid. length breadth 28" Thickness parallel to axis 10"
 IN WEBS = 15 1/4 ✓ IN WEBS = 15 1/4 13.3. Crank webs Mid. length thickness 10" shrunk YES Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter as per Rule 13.47 13.9 Thrust shaft, diameter at collars as per Rule 13.47 13.9
 as fitted 14 1/8 ✓
 the Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {
 as fitted Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 If 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
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller ✓
 Propeller, dia. Pitch No. of Blades 4 Material whether Moveable Total Developed Surface sq. feet
 ed Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work ✓
 lge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work ✓
 No. and size 2. AFT. 12 1/8" - 8 1/2" - 13" STROKE. BALLAST PUMP. 12" - 10 1/4" - 12" STROKE.
 No. and size 2. FWD. 12 1/8" - 7 1/2" - 13" STROKE. FIRE & GEN. SERVICE. 12" - 8 1/2" - 12" STROKE.
 Pumps connected to the Main Bilge Line { No. and size 3. IND. BILGE PUMP. 6 3/8" - 5 3/8" - 6" STROKE.
 How driven STEAM - ALL DUPLEX HORIZONTAL WORTHINGTON TYPE.
 allast Pumps, No. and size ONE. 12" - 10 1/4" - 12". Lubricating Oil Pumps, including Spare Pump, No. and size ONLY RACET TYPE PUMP.
 re two independent means arranged for circulating water through the Oil Cooler ✓
 lge Pumps: In Engine and Boiler Room 4. BRANCH SUCS. IN ER. 4" EXT. DIA. 3 1/2" INT. DIA. IND. BILGE PUMP IN ER. SS. ER. OUTBOARD. SS. ER. INBOARD. PS. ER. INB. SS. ER. QTR.
 E & GEN. SERVICE PUMP (2) SEA - MAIN BILGE LINE. BALLAST PUMP IN ER. (5) MAIN BILGE LINE - DIRECT BILGE SUC. - FWD DB. TANKS - AFT DB. TANKS - SEA.
 BR. (5 SUCS. PS.) N° 1-2 & 3 HOLDS - BR. PS. - BR. CENTRE. IN BR. (5 SUCS. SS.) N° 1-2 & 3 HOLDS - BR. SS. - BR. CENTRE. IN BR. PS. 7 SUCS. IN BR. SS. 7 SUCS. IN TUNNEL 30 SUCS.
 ain Water Circulating Pump Direct Bilge Suctions, No. and size ONE 14" EXT. DIA. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size { ER. 4 BRANCH SUCS. } EX. DIA. 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes TUNNEL = YES. HOLDS = TO VERIFY.
 { BR. 4 BRANCH SUCS. } 3 1/2" INT. DIA.
 MAIN LINE 4" INT. DIA.
 the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES.
 all Sea Connections fitted direct on the skin of the ship DIRECT ONTO TANK TOP. Are they fitted with Valves or Cocks VALVES EXCEPT MAIN BLOW.
 MAIN BLOW COCK DIRECT ON SKIN OF SHIP.
 they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES. Are the Overboard Discharges above or below the deep water line BELOW.
 re they each fitted with a Discharge Valve always accessible on the plating of the vessel YES. Are the Blow Off Cocks fitted with a spigot and brass covering plate YES.
 hat Pipes pass through the bunkers TO BE VERIFIED. How are they protected TO BE VERIFIED.
 hat pipes pass through the deep tanks TO BE VERIFIED. Have they been tested as per Rule No.
 re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES.
 the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 mpartment to another 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. } AS PER PLAN.
 Which Boilers are fitted with Forced Draft NONE ✓ Which Boilers are fitted with Superheaters NONE. SUPERHEATERS REMOVED.
 No. and Description of Boilers THREE SINGLE ENDED CYLINDRICAL. ✓ 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? ✓
 an the donkey boiler be used for domestic purposes only ✓
PLANS. Are approved plans forwarded herewith for Shafting No. Main Boilers PLAN FORWARDED FOR PERUSAL & RETURN TO MANAGERS.
 (If not state date of approval) 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.

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Lloyd's Register
Foundation

W30-0059

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 = 2.4.40, MP = 2.5.40, LP = 2.3.40 Slides HP = 9.3.40, MP = 12.8.40, LP = 7.7.40 Covers HP = 7.3.40, MP = 2.9.40, LP = 2.9.40
 Pistons HP = 2.5.40, MP = 2.5.40, LP = 2.5.40 Piston Rods HP = 2.5.40, MP = 2.7.40, LP = 2.6.40 Connecting rods 2.5.40
 Crank shaft 2.5.40 Thrust shaft 2.5.40 Intermediate shafts 11.9.40 & 9.10.40
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings 2.5.40 & 2.3.40 Engines holding down bolts 2.5.40

Completion of fitting sea connections ✓ Boilers fixed ✓ Engines tried under steam 12.12.40
 Completion of pumping arrangements ✓ Thickness of adjusting washers 1/2" 3/4" 1" 1 1/4" 1 1/2" 1 3/4" 2" 2 1/4" 2 1/2" 3" 3 1/4" 3 1/2" 4" 4 1/4" 4 1/2" 5" 5 1/4" 5 1/2" 6" 6 1/4" 6 1/2" 7" 7 1/4" 7 1/2" 8" 8 1/4" 8 1/2" 9" 9 1/4" 9 1/2" 10" 10 1/4" 10 1/2" 11" 11 1/4" 11 1/2" 12" 12 1/4" 12 1/2" 13" 13 1/4" 13 1/2" 14" 14 1/4" 14 1/2" 15" 15 1/4" 15 1/2" 16" 16 1/4" 16 1/2" 17" 17 1/4" 17 1/2" 18" 18 1/4" 18 1/2" 19" 19 1/4" 19 1/2" 20" 20 1/4" 20 1/2" 21" 21 1/4" 21 1/2" 22" 22 1/4" 22 1/2" 23" 23 1/4" 23 1/2" 24" 24 1/4" 24 1/2" 25" 25 1/4" 25 1/2" 26" 26 1/4" 26 1/2" 27" 27 1/4" 27 1/2" 28" 28 1/4" 28 1/2" 29" 29 1/4" 29 1/2" 30" 30 1/4" 30 1/2" 31" 31 1/4" 31 1/2" 32" 32 1/4" 32 1/2" 33" 33 1/4" 33 1/2" 34" 34 1/4" 34 1/2" 35" 35 1/4" 35 1/2" 36" 36 1/4" 36 1/2" 37" 37 1/4" 37 1/2" 38" 38 1/4" 38 1/2" 39" 39 1/4" 39 1/2" 40" 40 1/4" 40 1/2" 41" 41 1/4" 41 1/2" 42" 42 1/4" 42 1/2" 43" 43 1/4" 43 1/2" 44" 44 1/4" 44 1/2" 45" 45 1/4" 45 1/2" 46" 46 1/4" 46 1/2" 47" 47 1/4" 47 1/2" 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