

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

(Received at London Office 31 MAR 1942)

Date of writing Report 30.3.42 1942 When handed in at Local Office 30 MAR 1942 Port of NEWPORT

Survey held at NEWPORT Date First Survey 20.3.42 Last Survey 27.3.1942 (No. of Visits 4)

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

Gross 6404 Vessel built at Seattle, Wash By whom Skinner & Eddy Corp When 1919 --
Net 4618 Engines made at Hamilton, Ont. By whom Heald, Owens, Ramschler & Co When 1919Nominal 480 Boilers, when made (Main) 1919 (Donkey) --
Horse Power of Main Boilers Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book.)of Donkey Boilers Managers Lyle Shipping Co Ltd Port London Voyage --
Steam Pressure in Main Boilers 210 lb If Surveyed Afloat or in Dry Dock AFLOAT

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

Last Report No. Port CLASSIFICATION & REPAIRS

Particulars of Examination and Repairs (if any) MACH. REPAIRS

Periodical Surveys, when held, must be reported in detail and serially 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.

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.

as 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?

Donkey " " " "

this was not done, state for what reasons BS not due

and what parts of the Boilers could not be thus thoroughly examined?

so 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.

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? No 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.

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

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

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

the classification survey will be advanced as opportunity permits.

Now done for advancement of Classification Survey: [See Memo "4E" dated 31.12.41]

Examined the generators and electrical equipment under working conditions, and governing tested and found satisfactory. Examined generator, switchgear, cables and fuses. Insulation resistance of all circuits, including armatures & field coils of generators, tested and some lighting circuits found defective and now repaired or part renewed. [Please see under S.R. list item overleaf.]

Examined oil fuel tank valves and steam control valves of oil fuel pumps and found that none of these valves were fitted with deck controls.

[OVER]

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition so far as now seen and is eligible in my opinion to remain as classed without fresh record, subject to special examination of stem bush at next dry docking and propeller repairs at New York as previously recommended.

NOTE: The item in S.R. list regarding the starboard generator & spare armature may now be deleted.

Survey Fee (per Section 29) Elect. Equip. £ 3 : 0 : 0 Fees applied for 30th Mar 1942

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute TUE. 23.10.1942

Assigned No action

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W30-0022

EMPIRE BUFFALO.

Continued:-

Scarcity of labour made it impossible without delaying the vessel's departure, to fit deck control gear to these valves.

It was stated by the Owners' Superintendent that deck controls would be fitted at the first available opportunity.

NOTE:-

It was stated that the steam heating coils in No. 1, 2 & 3 double bottom tanks (carrying oil fuel) were defective and could not be used. These coils have blanked off.

BOILER REPAIRS:- Centre boiler. Blow down valve chest now renewed, and spindle & seat of main feed check valve renewed.

MAIN ENGINE - Examined H.P. piston and piston valve, H.P. crank pin and bottom end bearing.

S.R. LIST:- Starb generator unit overhauled throughout, armature & field coils examined and megger tested and found satisfactory. Examined and tested spare armature and found satisfactory. Starb. generator examined under working conditions and found satisfactory.

NOTE:- It was stated that the armature of starb. generator and the spare armature were repaired and tested at Philadelphia in May 1941.

MLC.

Improvement in classification

advanced.

There are no deck controls for the oil

fuel valves & pumps.

It is suggested that managers be

requested to have the important

valves attended to with the least

possible delay.

The record is subject to inspection.

Records being dealt with at present

opportunities - it is the Stern book

being specially examined

at next dry docking.

S.M. Belde Venerer

to star generator

& spare armature

10/11/42



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