

COPY FOR LONDON

Lloyd's Register of Shipping.



Port

MOBILE, ALABAMA

4th June 1940.

*Now named
"Empire Buffalo"*

No.D. 2206

This is to Certify that

T.G.DODD

the undersigned Surveyor to this Society did at the request of the British Ministry of Shipping Representative in the U. S. A., survey the steel screw steamer "EGLANTINE", 6312 tons gross register of New Orleans, La., for the purpose of ascertaining her general condition.

Leading particulars of the vessel are as follows:-

Steel cargo vessel - two decks.
Built November 1919 by the Skinner & Eddy Corporation, Seattle, Washington.

DIMENSIONS

Moulded - 402' x 54'-6" x 34'-6".
Registered - 402.6' x 54.6' x 32.1'.
Erections - Poop - 35', Forecastle - 42'-10".
Draft loaded - 26'-8".
Freeboard - 8'-1".
Deadrise - 6".
Longitudinal framing.
Deadweight about 9703 tons.
Displacement about 13,250 tons.
Total grain capacity - 471,000 cubic feet.
Total bale capacity - 430,000 cubic feet.

IMPORTANT HULL REPAIRS

The following shell plates were renewed at Mobile, Ala., in August 1934:-

SHELL PLATING

STARBOARD SIDE

"C" STRAKE plate No.1.
"D" STRAKE plate No.1.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

PORT SIDE

"C" STRAKE plate No.1.

"D" STRAKE plate No.1.

"E" STRAKE plate No.1.

The following shell plates were renewed at Galveston, Texas,
July 26th 1938:-

PORT SIDE

THIRD STRAKE BELOW SHEER - Plate No.3.

FOURTH STRAKE BELOW SHEER - Plate No.1.

SIXTH STRAKE BELOW SHEER - Plates Nos.2 and 3.

STARBOARD SIDE

FIFTH STRAKE BELOW SHEER - Plate No.4.

SIXTH STRAKE BELOW SHEER - Plate No.3.

At Liverpool in January 1939 the following plate renewals and
repairs were effected:-

PORT SIDE"B" STRAKE

Plate No.11 renewed.

"A" and "C" strake, doubled as required.

STARBOARD SIDE"B" STRAKE

Plate No.11 renewed.

"A" and "C" strake doubled as required.

The above plates were in way of the engine room cofferdam.

The shell plating was drilled forward in 1938 and the drilling
list submitted is considered satisfactory.

MACHINERY

Three (3) cylinder triple expansion 25" x 42 $\frac{1}{2}$ " x 72" - 48".
Stated I.H.P. 2800.

Three (3) single ended multitubular boilers with approximate
heating surface of 8085 square feet and with a working pressure
of 210 lbs. per square inch.

The main engines were built by Seattle Machine Works in Novem-
ber 1919.

The boilers were built by the Commercial Boiler Works in Novem-
ber 1919.

Fitted for burning oil fuel.

Average speed loaded 10 knots with a consumption of approxi-
mately 185 barrels of oil per day at 72 revolutions per minute.

DYNAMOS

Two (2) dynamos made by the General Electric Company, each
36 amperes.

Length 1834:-

14'-6".

IMBOLLVLL HOTT BELVIES

so far as could be found, have been
with the exception of the renewal of
casing in 1934.

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S.S. "EGLANTINE"

No.D.2206

(3)

It appears that the outboard furnace of the starboard boiler was jacked up and a compensating ring welded to place but as this boiler was under steam examination could not be made but was stated to be in good order.

The port boiler was examined internally and was found to be clean and free from any defects.

The rudder was streamlined in August 1934.

CLASSIFICATION

This vessel is classed with the American Bureau of Shipping as follows:-

* A.1 (E) with freeboard 12,39.

S.S.No.3 New Orleans 11,31.

2nd S.S.No.1 New Orleans 6,36.

Annual Survey 12,39.

Last docked 10,39.

* A.M.S. 12,39.

M.S. 6,36.

B.S. 12,39

NEW TAIL SHAFT 9,38.

E.A.C. (Auxiliary electrical installation surveyed and certified in accordance with the Rules.)

Load line certificate issued by the American Bureau of Shipping remains in force until December 21st 1940.

Last endorsed at New Orleans, La., December 23rd 1939.

CAPACITY OF TANKS IN TONS

	FRESH WATER	OIL
FORE PEAK TANK	120	
No.1 Double Bottom		203
No.2 Double Bottom		308
No.3 Double Bottom		162
No.4 Double Bottom	104	
No.5 Double Bottom	104	
No.6 Double Bottom		141
No.7 Double Bottom		185
No.8 Double Bottom		101
DEEP TANK		905
SETTLERS		70
AFTER PEAK TANK	158	
DOMESTIC TANKS	24	

This vessel was examined afloat and on drydock at the works of the Todd Johnson Dry Docks Inc., New Orleans, La., on the 1st June 1940 and subsequent dates.

There are six (6) hatchways, the largest being 30'-6" x 18'.

There are five (5) holds, the longest being 74'-6".

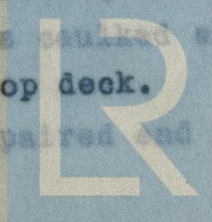
There are three (3) bower anchors, one (1) stream and one (1) kedg anchor in good order.

The chain cables have been ranged, examined and found in good order 270 fathoms 2 1/2" diameter stud link.

There are ten (10) steam winches on deck with gargo booms, falls and gear for the proper handling of cargo. These winches are all single gear; the winches at Nos.2 and 4 hatches have provision for the installation of double gear but none has been or is fitted.

There is one mooring winch on the poop deck.

Hand grabs on shaft tunnel in hold repaired and renewed as required.



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The vessel is fitted with a built up propeller having four (4) bronze blades and a cast iron hub.

The wood hatches have been examined in place, found or placed in good order, the tarpaulins, and battening down gear is also in good order.

Four (4) steel lifeboats on the boat deck amidships certified by the United States Local Inspectors, two (2) on the port side for 33 persons and two (2) on the starboard side for 38 persons, were found or placed in good condition and fully equipped.

There is a refrigerating plant for the crew's use, consisting of a two-ton Brunswick machine with ice and chill rooms of ample capacity.

The upper peaks, chain locker, 'tween decks, holds, storerooms, forecastle, engine and boiler spaces, accommodations, decks, fidley, masts and rigging, casings, ventilators and their coamings, watertight door, steering gear, telemotor gear and connections and windlass were examined and found in good order.

The wood ceiling in Nos.1 and 5 holds was found to be in generally satisfactory condition, the tank tops in Nos.2,3 and 4 holds are coated with reinforced concrete.

Cargo battens, sheating and pipe casings placed in good order.

The bilge wells were examined throughout and found to be generally clean, with all strums in place and in good order.

A superficial examination was made of the boilers with the exception of the port boiler which was found to be clean and in order, also the main engines and auxiliaries and all appear to be in good order and well maintained.

The bottom, rudder, fastenings of the stern bush, the sea connections including the bilge injection and their fastenings examined and all found in good order.

The propeller shaft was drawn, examined and found in good order. Wear down 3/16".

The following repairs have now been effected and completed:-

Vessel drydocked for examination.

Bottom cleaned and recoated.

Chain cables ranged and restowed.

Sea connections opened up, ground in, repacked, rejointed and all closed up in good order (including bilge injection).

Propeller shaft drawn for examination and replaced, connected up with stern gland repacked.

Cement removed from tank top in way of three transverse tank top connections starboard side No.4 hold, caulked and made tight as required, double bottom in way tested and cement replaced.

After bulkhead of deep tank, all leaks caulked and made tight, removing and replacing sheathing.

Hand grabs on shaft tunnel in hold repaired and renewed as required.

S.S. "EGLANTINE"

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No. D. 2206

Eight (8) treads on after port ladder to poop renewed.

No. 5 forward port ventilator cowl trunk renewed and holes in outer segment of No. 4 forward port ventilator cowl repaired as required.

Ladder brackets to stanchion after end of No. 2 lower hold rewelded.

Inboard cylinder No. 2 starboard cargo winch renewed.

No. 2 lifeboat repaired as required by fitting patch to plating.

Streamline rudder rewelded as required.

Contra vanes rewelded as required port and starboard sides.

A.B. removed from Plimsol and L.R. cut in.

A few leaky shell rivets in way of after peak tank caulked, welded and properly made up.

One keeper bolt on propeller blade nut renewed.

A few leaky shell rivets in way of starboard deep tank caulked, welded and properly made up.

Port and starboard bilge keels faired and repaired as required.

A few wasted shell rivets in way of No. 1 double bottom tank, port side, caulked, welded and properly made up.

In my opinion this vessel's hull, equipment, machinery and boilers, so far as seen, are in satisfactory condition.

Surveyor to Lloyd's Register.

Fee	\$100.00
Expenses	81.50
Late & Sun. Fee	20.00
Telegrams	4.05
Telephone	1.15
New York Exes.	10.00
	<u>\$216.70</u>



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