

"Spenser" ex

Star of El Hite

Vessel "EMPIRE CONFIDENCE".
oland", ex "Dusseldorf", Number 40583 in Supplement.

CLASSIFICATION.

This vessel was built in 1935 by Messrs. Bremer Vulcan
as been classed by Germanischer Lloyd.

The vessel is now being managed by Messrs. Royal Mail
, Ltd. on behalf of the Ministry of Shipping, and the
ification of this Society is desired.

The London Outdoor Surveyors have handed in a number
ans of the machinery and these have been examined.

A representative of the Owners called at this Office
e 10th April and stated that in view of the present situation
proposed that the minimum amount of work be expended in
ng up the machinery and that the opening up for examination
rried out in the form of a running survey.

With 2 S.C. Double Acting heavy oil engines for main
lling purposes having 6 cylinders 600 mm. diameter by 1100 mm.
e, span of bearings 885 mm., maximum pressure in the
ders 45 Kgs. per sq. cm., Mean Indicated Pressure 5.3 Kgs. - 1280
q. cm., developing 4,500 B.H.P. at 128 revolutions per
e, flywheel 2,100 mm. diameter and 3,400 Kgs. weight and
shaft fitted with continuous liner, the sizes of shafting
the requirements of the Rules, viz:-

Crank shaft	440 mm. diameter.
Intermediate shaft	348 mm. "
Thrust	" 390 mm. "
Screw	" 395 mm. "

The scantlings of the donkey boiler and the exhaust
oiler also meet the requirements of the Rules for a working
ure of 6 Kgs. per sq. cm.



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003349-003556-0156

Further, the scantlings of the air receivers, whilst slightly less than required by the Rules, are such as could be accepted for the working pressure of 30 Kgs. per sq. cm.

Also with heavy oil engines for driving auxiliary machinery having 2 cylinders 125 mm. diameter by 170 mm. stroke span of bearings 190 mm. and developing 25 B.H.P. at 750 revolutions per minute the sizes of crankshaft, viz:- Journals mm. and Pins 75 mm. diameter meet the requirements of the Rules.

The details of the pumping arrangements as shown on the plans are such as could be accepted, with the exception that the glass gauges on the deep oil fuel storage tanks and settling tanks do not meet the requirements of the Rules.

IT IS SUBMITTED the London Surveyors be informed that in the special circumstances, provided as much of the main and auxiliary machinery be opened up now as circumstances permit, and found in good condition, and the remainder be dealt with within twelve months, the details be found in accordance with the plans, the pumping arrangements be examined and found in good order and in accordance with the plans, and the glass gauges on the deep oil fuel storage tanks and settling tanks be replaced by fittings complying with the requirements of the Rules, the machinery of this vessel will be eligible for the record of L.M.C. (with date) but without the distinguishing mark + .

at copies of plans

returned to outdoor Surveyors.

T.D.S.

3rd. May, 1940.

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