

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 24 MAY 1940)

Date of writing Report 19 When handed in at Local Office 24 MAY 1940 Port of LONDON

No. in Reg. Book. 40583 Survey held at LONDON Date, First Survey 17th April Last Survey 8th May 1940 (No. of Visits 11)

on the Machinery of the Wood, Iron or Steel M/V. "EMPIRE CONFIDENCE" EX "POLANO" EX "DUSSÉLOORF" Year. Month.

Tonnage Gross 5023 Vessel built at Vegesack By whom Bremer Vulkan When 1935
Net 2943 Engines made at Vegesack By whom Bremer Vulkan When 1935

Nominal Horse Power 1164 Boilers, when made (Main) (Donkey) 1935

No. of Main Boilers 1 Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 2 Managers Royal Mail Lines Ltd. Port London Voyage

Steam Pressure in Main Boilers 150 lb. Surveyed Afloat or in Dry Dock Victoria St. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 150 lb. CHARACT. For Special Survey Date of last Survey and of Periodical Surveys. Year assigned how long valid. Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. Port Particulars of Examination and Repairs (if any) Classification

(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.)

In 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

Was 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 " " no.

If this was not done, state for what reasons? not opened out at this time

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

Also 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 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 Is electric light and power fitted yes

Engine parts, when referred to by numbers, should be counted from forward. Please see separate electrical report

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

by the Rule Requirements require to be carried out and details to be checked as per approved plans.

How done for classification:-

The following machinery parts were opened out, examined and found or placed in good condition:-

nos. 1 & 4 cylinder covers, jackets, liners, combined upper & lower pistons,

piston rods, crossheads & top end brasses, crankpins & bottom end brasses.

nos. 1, 2, 5 & 6 main bearings & journals (counting from no. 1 unit).

main engine lubricating oil pump and independent lubricating oil pump. OVER

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.S.M.S. 9.11, & L.M.C. 9.11, or

L.M.C. 140 lb., P.D., &c.) seen is in good condition and will be eligible in my opinion for the record of

L.M.C. (with date) but without the distinguishing mark & subject to the remainder of the main

engine machinery being opened out and examined within 12 months & found in accordance with

the plans, and the glass gauges on the deep oil fuel storage tanks and settling tanks being replaced

Survey Fee (per Section 29) Part Classification £20:0:0 Fees applied for 17/6/40

Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 19

Travelling expenses (if chargeable) £ Committee's Minute

Assigned Examined 5.40

TUE. 4 JUN 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003349-003356-0171

2020

2020

2020

2020

MV. "EMPIRE CONFIDENCE"

main engine piston cooling water cushioning pump.
 contained salt water + jacket cooling water circulating
 pump (out-board pump).

Salt water cooling circulating pump (centre pump)

Die and worn steel pump.

Both fresh water cooled engines.

Forward starboard generator engine in its entirety.

Inboard air compressor and valves in its entirety also
 friction clutch.

In-board starting air receiver in entirety & externally.

Emergency generator engine cylinders, pistons, gudgeons
 + bushes, crankpins + bottom end brasses.

Bilge pumping arrangement examined & found to
 conform with plan.

Main auxiliary machinery was seen working under
 power alongside quay.

The sizes of all parts opened out were checked
 against plans & found to conform.

The gauge glasses on the deep oil fuel storage tanks
 and settling tanks are of the round type and
 do not conform with the rules

Repairs due to wear & tear:- Nos. 1 & 4 main engine top end
 brasses reinstalled.

No. 1 main engine bottom end brasses reinstalled.

All bottom end brasses on forward generator engine
 reinstalled and one spare piston fitted, working
 piston found cracked in way of scraper ring,
 this has now been repaired by bronze welding
 & put on board as spare.

SE. Surpie

043 28 215901

140000

CONFIDENCE

© 2020 Lloyd's Register Foundation

1. The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

(The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.)

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

The engine is a vertical steam engine of the type known as a beam engine, and is mounted on a cast iron frame.

Page 36

It is submitted that this vessel is eligible for THE RECORD. Examined \$40
3/6/40.

49

46