

REPORT ON OIL ENGINE MACHINERY

No. 108715

24 MAY 1940

Received at London Office

24 MAY 1940

Port of

LONDON

Writing Report

When handed in at Local Office

Date, First Survey

17-4-40

Last Survey

8-5-40

Number of Visits

11

Survey held at

LONDON

on the ~~Single~~ ~~Triple~~ ~~Quadruple~~ Screw vessel

"EMPIRE CONFIDENCE" ex "POLANO", ex "DUSSELDORF"

Tons { Gross 5023
Net 2943

VEGESACK

By whom built

BREMER VULCAN

Yard No.

When built 1935

VEGESACK

By whom made

BREMER VULCAN

Engine No.

When made 1935

Boilers made at VEGESACK

By whom made

BREMER VULCAN

Boiler No. 764-5 When made 1935

Horse Power 4500

MANAGERS ROYAL MAIL LINES, LTD.

Port belonging to LONDON

Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which vessel is intended

General and Swift carrying

ENGINES, &c.—Type of Engines

M.A.N. Dbzu 60/110

2 or 4 stroke cycle 2 Single or double acting O.A.

n pressure in cylinders 45 Kgs/cm²

Diameter of cylinders

600 mm

Length of stroke

1100 mm

No. of cylinders

6

No. of cranks

7 (one crank on scavenge pump)

bearings, adjacent to the Crank, measured from inner edge to inner edge

860 mm

Is there a bearing between each crank

Yes

ms per minute 128

Flywheel dia.

2110 mm

Weight

3,400 Kgs

Means of ignition

Compression

Kind of fuel used

Gas oil

Shaft, dia. of journals

as per Rule

440 mm

Crank pin dia.

440 mm

Crank Webs

Mid. length breadth

720 mm

Thickened parallel to axis

265 mm

Shaft, dia. of journals

as fitted

440 mm

Intermediate Shafts, diameter

as per Rule

348 mm

Thrust Shaft, diameter at collars

as per Rule

as fitted

has opened out

Shaft, diameter

as per Rule

440 mm

Screw Shaft, diameter

as fitted

has drawn in

Is the

tube

screw

shaft fitted with a continuous liner

Shaft, diameter

as per Rule

440 mm

Screw Shaft, diameter

as fitted

has drawn in

Is the

tube

screw

shaft fitted with a continuous liner

Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

ner 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

liners are fitted, is the shaft lapped or protected between the liners

If so, state type

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller

Whether Moveable

Total Developed Surface

sq. feet

No. of blades

Material

Means of lubrication

of reversing Engines

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Yes

Are the exhaust pipes and silencers water cooled or lagged with

Insulating material

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Water Pumps, No.

3

Pumps worked from the Main Engines, No.

connected to the Main Bilge Line

No. and Size

4

Stroke

Can one be overhauled while the other is at work

No. and Size

4

Stroke

Can one be overhauled while the other is at work

Pumps, No. and size

independent means arranged for circulating water through the

Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

No. and size:—In Machinery Spaces

6 at 3 1/2" each and 1 at 2 3/8"

No. and size:—In Machinery Spaces

6 at 3 1/2" each and 1 at 2 3/8"

No. and size:—In Machinery Spaces

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Bilge suction 5 7/8", Direct Bilge on Bilge pump 4 3/8"

No. and size:—In Machinery Spaces

6 at 3 1/2" each and 1 at 2 3/8"

No. and size:—In Machinery Spaces

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The Bilge Suction pipes in Holds and Tunnel Well fitted with strainer-boxes

Are they fitted with Valves or Cocks

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Have they been tested as per Rule

No

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

No

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

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from E.R. Top platform

No

No

No

No

ood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

No

No

No

No

No

No

No

No

No

Air Compressors, No.

No. of stages

2

Diameters

L.P. 95, H.P. 100

Stroke

220 mm

Driven by

Hand starting aux. diesel

No

Auxiliary Air Compressors, No.

No. of stages

2

Diameters

L.P. 95, H.P. 80

Stroke

50 mm

Driven by

Hand starting aux. diesel

No

Enging Air Pumps, No.

Diameter

has opened out

Stroke

820

Driven by

Hand starting aux. diesel

No

No

No

ary Engines crank shafts, diameter

as per Rule

130 mm

Journal

148 mm

(3-begins aux. engines) all on Starboard side

No

No

No

No

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Yes

No

Is a drain fitted at the lowest part of each receiver

Yes

No

No

No

No

No

The internal surfaces of the receivers be examined and cleaned

Yes

No

Cubic capacity of each

Internal diameter

thickness

No

No

No

No

Pressure Air Receivers, No.

No

No

No

No

No

No

No

No

No

ess, lap welded or riveted longitudinal joint

Material

R.L. joint

Range of tensile strength

Working pressure

Actual

No

No

No

No

ing Air Receivers, No.

No

No

No

No

No

No

No

No

No

ess, lap welded or riveted longitudinal joint

Material

R.L. joint

Range of tensile strength

Working pressure

Actual

No

No

No

No

e Solid drawn receiver cubic cap. 200 litres

for aux. engines + one solid drawn receiver cubic cap. 30 litres

for emergency aux. engine

No

No

No

No

No

No

No

IS A DONKEY BOILER FITTED? *yes, 2 (one waste heat + one oil fired)* If so, is a report now forwarded? *no (not opened any C.)*

Is the donkey boiler intended to be used for domestic purposes only *no, (Heating Engines, oil heating + 2 feed pumps)*

PLANS. Are approved plans forwarded herewith for Shafting *yes* Receivers *yes* Separate Tanks *✓*
(If not, state date of approval)
Donkey Boilers *yes* General Pumping Arrangements *yes* Oil Fuel Burning Arrangements *✓*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied

1 screw pump (fitted C.L.)

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The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shafts, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F. *yes*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *no (see report 9)*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *yes* If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case *no* If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel as seen is in good condition and will be eligible for the record of LMC (with date) sent without the testing marks + subject to the remainder of the main and auxiliary machinery being opened out and examined within 12 months and found in accordance with the plans, and the glass gauges on the deep oil fuel storage tank and settling tanks being replaced by fittings complying with the requirements of the Rules.

(See Report 9)

(See Report 9)

(See Report 9)

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(See Report 9)

The amount of Entry Fee .. £ : : When applied for,
Special ... £ : : 19
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

Committee's Minute 4 JUN 1910

Assigned

Engineer Surveyor to Lloyd's Register of Shipping



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