

REPORT ON OIL ENGINE MACHINERY

No. 108715

24 MAY 1940

Received at London Office

24 MAY 1940 Port of LONDON

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Survey held at **LONDON**

on the **VEGESACK** Screw vessel "EMPIRE CONFIDENCE" ex "POLAND", ex "DUSSÉLOPF" Tons { Gross 5023 Net 2943

By whom built **BREMER VULCAN** Yard No. ✓ When built **1935**

By whom made **BREMER VULCAN** Engine No. ✓ When made **1935**

Boilers made at **VEGESACK** By whom made **BREMER VULCAN** Boiler Nos **764-5** When made **1935**

Horse Power **4500** Port belonging to **LONDON**

Is Refrigerating Machinery fitted for cargo purposes **yes** Is Electric Light fitted **yes**

for which vessel is intended **General and fruit carrying**

ENGINES, &c.—Type of Engines **M.A.N. Dbzu 60/110** 2 or 4 stroke cycle **2** Single or double acting **O.A.**

Pressure in cylinders **45Kgs/cm²** Diameter of cylinders **600mm** Length of stroke **1100mm** 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 **860mm** Is there a bearing between each crank **yes**

Revolutions per minute **128** Flywheel dia. **2110mm** Weight **3,400Kgs** Means of ignition **Compression** Kind of fuel used **Gas oil**

Shaft, dia. of journals as per Rule **as per** Crank pin dia. **440mm** Crank Webs Mid. length breadth **720mm** Thickness parallel to axis **265mm**

Intermediate Shafts, diameter as per Rule **as per** as fitted **348mm** Thrust Shaft, diameter at collars as per Rule **as per** as fitted **not opened out**

Screw Shaft, diameter as per Rule **as per** as fitted **not drawn in** Is the tube shaft fitted with a continuous liner **yes**

Liners, thickness in way of bushes as per Rule **as per** Thickness between bushes as fitted **as fitted** Is the after end of the liner made watertight in the boss **yes**

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

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 **yes**

Liners are fitted, is the shaft lapped or protected between the liners **yes** Is an approved Oil Gland or other appliance fitted at the after end of the tube **yes**

If so, state type **Hot Dip Solder** Length of Bearing in Stern Bush next to and supporting propeller **500mm** sq. feet **500**

Number of blades **4** Material **Brass** whether Moveable **no** Total Developed Surface **500** sq. feet **500**

Means of reversing Engines **Mounted on shaft** Is a governor or other arrangement fitted to prevent racing of the engine when declutched **yes** Means of lubrication **Oil**

Thickness of cylinder liners **40mm** Are the cylinders fitted with safety valves **yes** Are the exhaust pipes and silencers water cooled or lagged with insulating material **lagged** If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine **Bunnet**

Water Pumps, No. **3** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **yes**

Pumps worked from the Main Engines, No. **none** Diameter **✓** Stroke **✓** Can one be overhauled while the other is at work **yes**

connected to the Main Bilge Line { No. and Size **4 (Ballast pump 150M³/HR, Bilge pump 80M³/HR, Washdeck + Fire pump 80M³/HR, Emergency Bilge pump 80M³/HR.** Hour driven **Electrically**

Lubricating Oil Pumps, including Spare Pump, No. and size **2 (one M.E. + one electrically driven main 42M³/HR, 110. 40M³/HR.**

independent means arranged for circulating water through the Oil Cooler **yes** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge **yes**

No. and size:—In Machinery Spaces **6 at 3 1/2" each and 1 at 2 3/8"** In Pump Room **✓**

Direct Suctions to the Engine Room Bilges, No. and size **1 at 3 1/2", 2nd Cofferdam 2 at 3 1/2", Centre Cofferdam 1 at 2 3/8", aft Cofferdam 2 at 2 3/8"**

Are the Bilge Suctions in the Machinery Spaces **yes**

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

Are they easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges **yes**

Sea Connections fitted direct on the skin of the ship **no** (mounted on welded downed) Are they fitted with Valves or Cocks **yes** (excepting Blow down cocks)

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates **yes** (below) Are the Overboard Discharges above or below the deep water line **In line with same.**

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

How are they protected **none**

Have they been tested as per Rule **yes**

Pipes pass through the bunkers **none**

Pipes pass through the deep tanks **none**

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 compartment to another **yes** Is the Shaft Tunnel watertight **yes** Is it fitted with a watertight door **yes** worked from **E.R. Top platform**

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

Air Compressors, No. **none** No. of stages **2** Diameters **L.P. 348, H.P. 100** Stroke **220mm** Driven by **Hand starting aux. diesel**

Auxiliary Air Compressors, No. **one** No. of stages **2** Diameters **L.P. 95, H.P. 80** Stroke **50mm** Driven by **Hand starting aux. diesel**

Engining Air Pumps, No. **one** Diameter **not opened out** Stroke **820** (See how 109728) Driven by **main engine**

Auxiliary Engines crank shafts, diameter as per Rule **crank pin 130mm Journal 148mm** (3-belted out. engines) all on **Starboard side**

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

Are the internal surfaces of the receivers be examined and cleaned **yes** Is a drain fitted at the lowest part of each receiver **yes**

Pressure Air Receivers, No. **none** Cubic capacity of each **—** Internal diameter **—** thickness **—**

Working pressure **200 lbs** Actual **200 lbs** Working pressure by Rules **200 lbs** Actual **200 lbs**

Engining Air Receivers, No. **2** Total cubic capacity **16,000 litres** Internal diameter **1400/1442mm** thickness **22mm**

Working pressure **30 atm** Actual **30 atm** Working pressure by Rules **30 atm** Actual **30 atm**

Are the internal surfaces of the receivers be examined and cleaned **yes** Is a drain fitted at the lowest part of each receiver **yes**

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