

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

(Received at London Office

24 MAY 1940

Date of writing Report 8th MAY 1940 When handed in at Local Office 8th MAY 1940 Port of LONDON.

Survey held at LONDON Date, First Survey 17th APR. 1940 Last Survey 7th MAY 1940 (No. of Visits 7)

on the Machinery of the ~~Wood, Iron or Steel~~ M/V. EMPIRE CONFIDENCE Ex. DUSSELDORF.

Gross 4930 Vessel built at VEGESACK. By whom BREMEN VULCAN. When 1935-
Net 3857 Engines made at AUGSBURG. By whom M.A.N. When 1935-
Horse Power 1164 Boilers, when made (Main) (Donkey)

of Main Boilers. Owners THE BRITISH ADMIRALTY. Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers. Managers ROYAL MAIL LINES LTD. Port LONDON. Voyage
Main Boilers. If Surveyed Afloat or in Dry Dock ROYAL VICTORIA DOCK. (State name of Dock.)

Donkey Boilers. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any)

When held, must be reported in detail and verbatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Is 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Are all the manholes, doors and their fastenings of the Main Boilers?

Are all the manholes, doors and their fastenings of the Donkey Boilers?

Are all the drain plugs of the Main Boilers?

Are all the drain plugs of the Donkey Boilers?

Are all the mountings of the Main Boilers?

Are all the mountings of the Donkey Boilers?

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?

Is it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of shaft bush and top of after bearing of screw shaft measured from forward.

Is electric light and/or power fitted?

Are there any gear, cables and fuses?

Has the apparatus been tested and found to be not less than 100,000 ohms?

What was done for its completion and what remains to be done?

The Electrical Installation to the

is in operation for approximately five years. The plans (attached) were

and found to be in accordance with the Rules except in some of the cable sizes which are below Rule

but are such as might be accepted in this instance, also fuses were fitted in the earthing cables on

generators, these fuses have now been replaced by solid copper links. The installation was

checked and tested under working conditions, and as far as could be seen was satisfactory.

Observations, Opinion, and Recommendation:— In my opinion the Electrical Installation

operation, 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

required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or

(B.S., &c.)

in a satisfactory condition and eligible for the classification of 100 A1 with

Noted.

WPA 3/6/40



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