Rpt. 9.

No. 21015

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

(Received at London Office JUL 17 1940)

Date of writing Report 11th July 1940. When handed in at Local Office 12th July 1940. Port of GREENOCK

No. in Reg. Book. 72596 Survey held at GREENOCK Date, First ~~Survey~~ Last Survey 6-7-40 19 (No. of Visits)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "CONFIELD"

Tonnage { Gross 4956 / Net 2800

Nominal Horse Power 384

No. of Main Boilers 2 SB. 1 AUX. SB.

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 220

in Donkey Boilers ✓

Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd. When Year 1940 Month 4

Engines made at Newcastle By whom N.E. Marine Eng Co When 1940

Boilers, when made (Main) 1940 (Donkey) ✓

Owners Confield S.S. Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers E. J. Dutton & Co Port Newcastle Voyage

If Surveyed ~~Afloat or in~~ Dry Dock (State name of Dock.) Garvel

Last Report No. Port

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1, with Hb. 4-40		+LMC 4-40 CL.

Insert Character of Ship and Machinery precisely as in the Register Book

Particulars of Examination and Repairs (if any) Cont.

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " "

If this was not done, state for what reasons?

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

If so 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?

Date latest date of internal examination of each boiler Present condition of funnel(s)

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? 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 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?

Date of examination of Screw Shaft State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft good fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

Is 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

Vessel in dry dock, Propeller & outside fastenings examined

RETAIN

RETAIN

General Observations, Opinion, and Recommendation:—

(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.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel as now seen is eligible in my opinion to remain as classed without fresh record.

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ ✓ :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

GLASGOW 16 JUL 1940

Charles H. Hawkes

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned As now

W373-0202

Noted
Hm
19.7.40