

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

(Received at London Office)

JUL 17 1940

Date of writing Report 11<sup>th</sup> July 1940 When handed in at Local Office 12<sup>th</sup> July 1940 Port of GREENOCK  
No. in Survey held at GREENOCK Date, First Survey 4 Last Survey 6-7-40 19  
2596 on the Machinery of the Wood, Iron or Steel S.S. "CONFIELD" (No. of Visits 1)

Gross 4956 Net 2800 Vessel built at Sunderland By whom J. L. Thompson & Sons L<sup>d</sup> When 1940 4  
Engines made at Newcastle By whom N.E. Marine Eng Co When 1940  
Boilers, when made (Main) 1940 (Donkey) -  
Owners Confild S.S. Co L<sup>d</sup> 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 Garvel (State name of Dock.)  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port  
Particulars of Examination and Repairs (if any) Con!  
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.  
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  
as 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?

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 A 1, with 76 4-40		+LM/C 4-40 CL.

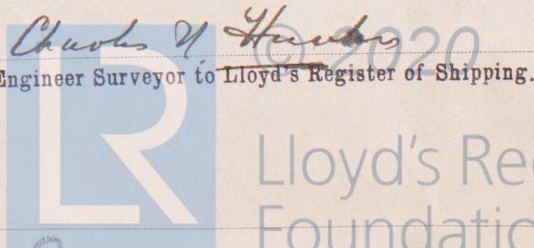
Donkey  
this was not done, state for what reasons?  
and what parts of the Boilers could not be thus thoroughly examined?  
so what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?  
ate latest date of internal examination of each boiler Present condition of funnel(s)  
and the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?  
and the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?  
and the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?  
and the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?  
and the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?  
is 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?  
is 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?  
ate 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 good fit  
Engine parts, when referred to by numbers, should be counted from forward.  
Is electric light and/or power fitted?  
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?

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

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.&M.S. 9,11, \* L.M.C. 9,11, or \* L.M.C. 140 lb., F.D., &c.)  
seen is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : :  
Committee's Minute  
Assigned As now  
GLASGOW 16 JUL 1940  
Received by me,  
Charles W. Hunter  
Engineer Surveyor to Lloyd's Register of Shipping.



W373-0202



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