

Ship's Name ~~MS~~ "ADAMS BECK"
LR. 500229

Gross tons 1773

Is there a rpt. 8? No Port Middlesbrough Rpt. No. 23448

No. of visits 1 First date and Last date 9.3.65.
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 11.3.65. Surveyed at, if different from Port above Hartlepool

Is a rpt. 9A attached? No MN Nature of survey Propeller Damage

Survey fees *[Signature]* Damage fee £5:5:0d. Expenses 10s:0d.
S.A. fee £4:4:0d.

DOCKING

Propeller Sea connections Oil gland
Fastenings Wear down of stern bush
Has screw/tube shaft been drawn? Date of examn.
Has shaft been changed? Has shaft now fitted been previously used?
Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters
Superheaters
Safety valves
Mountings, doors and fastenings
Safety valves adjusted to { Sat / Spt
Boiler securing arrangements
Main economisers Exhaust gas heated economisers
Steam heated steam generators Steam generator safety valves adjusted to
Forced circulating pumps Funnel
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey, subject to the propeller being specially examined and dealt with as found necessary at the next drydocking and any other outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

[Signature]
Surveyor to Lloyd's Register of Shipping

Date of Committee FRIDAY - 2 APR 1965

Minute *As now, Subject.*

FOR CHAIRMAN CLASSN. CTTEE.

011988-011994-0196

ALSO FOR

SPL FOR

NOTED BY TRO CESR

SRL

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Now Done for damage stated due to the propeller striking an unknown object in the River Thames whilst on ballast passage London to Hartlepool on 7th March, 1965.

Upon examination afloat the propeller blade tips were found bent over

Repairs now effected by cutting off 3" from each blade tip and dressing off.

It is recommended that the propeller be specially examined and dealt with as found necessary at the next drydocking, being considered efficient meantime.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

