

REPORT ON OIL ENGINE MACHINERY.

Received at London Office

26 MAR 1949

Date of writing Report 21st MARCH 1949 When handed in at Local Office 24th MARCH 1949 Port of LEITH

No. in Survey held at BURNTISLAND Date, First Survey 8th October 1948 Last Survey 18th March 1949
 Reg. Book. 91046 on the Triple Screw vessel "ADAMS BECK" Number of Visits 3

Single Triple Quadruple Tons Gross 1773 Net 1189

Built at BURNTISLAND By whom built BURNTISLAND S.B.C. LTD Yard No. 328 When built 1949

Engines made at GLASGOW By whom made BRITISH POLAR ENGINES LTD Engine No. 718 When made 1948

Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

Brake Horse Power 1180 Owners THE GAS LIGHT & COKE CO LTD Port belonging to LONDON

M.N. Power as per Rule 295 NHP 251 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

Trade for which vessel is intended COLLIER (OPEN SEA)

TYPE OF ENGINES, &c. — Type of Engines..... 2 or 4 stroke cycle..... Single or double acting.....

Maximum pressure in cylinders..... Diameter of cylinders..... Length of stroke..... No. of cylinders..... No. of cranks.....

Mean Indicated Pressure..... Ahead Firing Order in Cylinders..... Span of bearings, adjacent to the crank, measured from inner edge to inner edge..... Is there a bearing between each crank..... Revolutions per minute.....

Flywheel dia..... Weight..... Moment of inertia of flywheel (16lbs. in² or Kg. cm.²)..... Means of ignition..... Kind of fuel used.....

Crank shaft, dia. of journals..... Crank pin dia..... Crank webs..... Mid. length breadth..... Thickness parallel to axis.....

as per Rule..... as fitted..... as per Rule..... as fitted..... as per Rule..... as fitted.....

Flywheel Shaft, diameter..... Intermediate Shafts, diameter..... Thrust Shaft, diameter at collars.....

as per Rule..... as fitted..... as per Rule..... as fitted..... as per Rule..... as fitted.....

Tube Shaft, diameter..... Screw Shaft, diameter..... Is the tube shaft fitted with a continuous liner.....

as per Rule..... as fitted..... as per Rule..... as fitted..... as per Rule..... as fitted.....

Bronze Liners, thickness in way of bushes..... Thickness between bushes..... Is the after end of the liner made watertight in the propeller boss.....

as per Rule..... as fitted..... as per Rule..... as fitted..... as per Rule..... as fitted.....

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

If the liner 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.....

If two liners are fitted, is the shaft lapped or projected between the liners..... Is an approved Oil Gland or other appliance fitted at the after end of tube shaft.....

YES..... If so, state type CEDERVALL Length of bearing in Stern Bush next to and supporting propeller 3'-2 1/2"

Propeller, dia. 9'-0" Pitch 5.66ft No. of blades 4 Material BRONZE whether moveable NO Total developed surface 29 sq. feet

Moment of inertia of propeller (16lbs. in² or Kg. cm.²) 18.85 x 10⁶ Kind of damper, if fitted NONE

Method of reversing Engines..... Is a governor or other arrangement fitted to prevent racing of the engine when declutched..... Means of lubrication.....

Thickness of cylinder liners..... Are the cylinders fitted with safety valves..... Are the exhaust pipes and silencers water cooled & lagged with non-conducting 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.....

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

YES..... Bilge Pumps worked from the Main Engines, No. ONE Diameter..... Stroke..... Can one be overhauled while the other is at work.....

Pumps connected to the Main Bilge Line { No. and size { ONE, 7,900 GAL/HR } { ONE, 200 TONS/HR } { 2, 60 TONS/HR }
 How driven { M.E. } { ELEC. MOTOR } { ELEC. MOTOR }

Is the cooling water led to the bilges NO If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements.....

Ballast Pumps, No. and size ONE, 200 TONS/HR. Power Driven Lubricating Oil Pumps, including spare pump, No. and size ONE, 4,500 GAL/HR. 2, 5,500 GAL/HR.

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both main bilge pumps and auxiliary bilge pumps, No. and size: In machinery spaces ONE, 2 1/2" PORT AFT ONE, 2 1/2" STARBOARD In pump room.....

Independent Power Pump Direct Suctions to the engine room bilges, No. and size ONE, 4" STARBOARD AFT. ONE, 6" PORT FORWARD

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes..... Are the bilge suction pipes in the machinery spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges.....

Are all Sea Connections fitted direct on the skin of the Ship..... Are they fitted with valves or cocks..... Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates.....

Are the overboard discharges above or below the deep water line..... Are they each fitted with a discharge valve always accessible on the plating of the vessel..... Are the blow off cocks fitted with a spigot and brass covering plate.....

How are they protected..... Have they been tested as per Rule.....

Are all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times.....

Is the 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..... Is the shaft tunnel watertight..... Is it fitted with a watertight door.....

worked from.....

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork.....

Main Air Compressors, No. ONE No. of stages..... diameters..... stroke..... driven by ME.

Auxiliary Air Compressors, No. ONE No. of stages TWO diameters..... stroke..... driven by ELEC. MOTOR

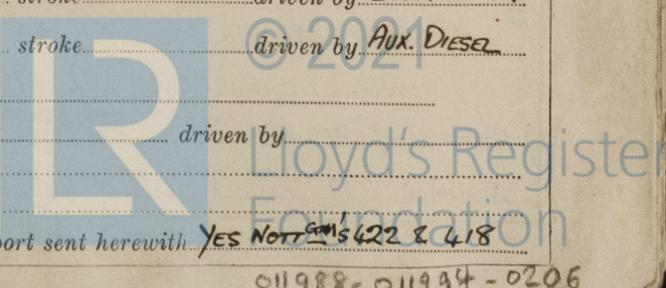
Small Auxiliary Air Compressors, No. ONE No. of stages TWO diameters..... stroke..... driven by AUX. DIESEL

What provision is made for first charging the air receivers ABOVE AUX. DIESEL HAND STARTING

Scavenging Air Pumps, No. diameter..... stroke..... driven by.....

Auxiliary Engines crank shafts, diameter..... No. Position.....

Have the auxiliary engines been constructed under special survey YES Is a report sent herewith YES



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 19/4/49

AIR RECEIVERS:—Have they been made under survey... YES State No. of report or certificate... SEE GLS. RPT.

Is each receiver, which can be isolated, fitted with a safety valve as per Rule... YES

Can the internal surfaces of the receivers be examined and cleaned... YES Is a drain fitted at the lowest part of each receiver... YES

Injection Air Receivers, No. ... Cubic capacity of each ... Internal diameter ... thickness ... by Rules ... Actual ...

Starting Air Receivers, No. 2 SEE GLS. RPT. Total cubic capacity ... Internal diameter ... thickness ... by Rules ... Actual ...

IS A DONKEY BOILER FITTED No If so, is a report now forwarded... YES

PLANS. Are approved plans forwarded herewith for shafting... YES Receivers... YES Separate fuel tanks... YES

Donkey boilers... YES General pumping arrangements... YES Pumping arrangements in machinery space... YES

Oil fuel burning arrangements... YES Have Torsional Vibration characteristics been approved... YES Date of approval...

SPARE GEAR.

Has the spare gear required by the Rules been supplied... YES State the principal additional spare gear supplied... ONE SCREW SHAFT

The foregoing is a correct description, Manufacturer.

Dates of Survey while building: During progress of work in shops... During erection on board vessel... Total No. of visits... 1948, 8/10, 14/10, 5/11, 8/12, 10/12, 29/12, 30/12, 1949, JAN. 24, FEB 10, MARCH 14, 19

Dates of examination of principal parts—Cylinders... Covers... Pistons... Rods... Connecting rods... Crank shaft... Flywheel shaft... Thrust shaft... Intermediate shafts... Tube shaft... Screw shaft... Propeller... Stern tube... Engine seatings... Engine holding down bolts... Completion of fitting sea connections... Completion of pumping arrangements... Engines tried under working conditions...

Identification marks on air receivers... Crank shaft, material... Identification mark... Flywheel shaft, material... Identification mark... Thrust shaft, material... Identification mark... Intermediate shafts, material... Identification marks... Tube shaft, material... Identification mark... Screw shaft, material... Identification mark... SPARE 2408 B J.C. B

Welded receivers, state Makers' Name... Is the flash point of the oil to be used over 150°F... YES

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with... YES Description of fire extinguishing apparatus fitted... ONE 10gal. 4-2gal. Foam EXTINGUISHERS 2 SAND BOXES & SCOOPS 2-20ft length rubber hose with nozzles.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo... No If so, have the requirements of the Rules been complied with... YES

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with... YES Is this machinery duplicate of a previous case... NO If so, state name of vessel... YES

General Remarks (State quality of workmanship, opinions as to class, &c. This Machinery has been efficiently fitted on board, the materials and workmanship being sound and good. On completion the main and auxiliary machinery was tried under working conditions and found satisfactory. A notice board has been fitted at the control station "Main Engine not to be run continuously between 125 & 148 RPM". In my opinion the machinery, being in good condition, is eligible to classed with records + LMC 3.49 OIL ENG TS.06

Certificates (if required) to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee... £ 37 : 16 : 0 CHARGED BY GLS. PAID. 5th JAN 1949 When applied for... Special... Donkey Boiler Fee... Travelling Expenses (if any) £ 2 : 9 : 6 When received... Committee's Minute... Assigned... + LMC 3.49 Oil Eng. O.G.

John C. Bull Engineer Surveyor to Lloyd's Register of Shipping © 2021 Lloyd's Register Foundation