

Rpt. 9

Date of writing report 27. 3. 62.

Received London

Port SUNDERLAND

No. A 167

Survey held at SUNDERLAND

No. of visits 3

First date 20. 3. 62. Last date 21. 3. 62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 00220 Name M.V. "ADAMS BECK" Gross tons 1,773 Date of build 3, 1949. Owners North Thames Gas Board Managers Stephenson Clarke Ltd., Port of Registry LONDON Engines made 1949 By British Polar Engines Ltd., Type Oil Engine 2SA 8Cy. 340 x 570 m.m.

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1 No. of Main Boilers - W.P. - No. of Aux./Donkey Boilers - W.P. - Surveyed Afloat or in Dry Dock Dry Dock Nature of Survey DAMAGE, TS., Was Damage Report issued? No Int. Cert.? Yes Last Report (For Head Office only)

Table with columns Hull and Machinery. Hull entries: \*100S1, DS 10/61, SS 10/61. Machinery entries: \*LMC, CS 10/61, TS(CL) 10/60.

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers X Good Wear Down of Stern Bush 0.012" Oil Glands Good Has Shaft been drawn? Yes Date of Examination 21. 3. 62. Has Shaft been changed? No Has Shaft now examined a continuous liner? No Approved oil gland? Yes

- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in efficient condition and eligible, in our opinion, to remain as now classed in the Register Book, with fresh record of TS(CL) 3,62.

Date of Committee TUESDAY 17 APR 1962 Decision AS now TS. 3.62

F. Wilson R.W. Skinner Engineer Surveyors to Lloyd's Register of Shipping Lloyd's Register Foundation F. WILSON. & R.W. SKINNER.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position) .....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls .....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? .....
- 35 Fresh Water Coolers .....
- 36 Lub. Oil Coolers .....
- 37 Heaters (state service) .....
- 38 Independent Air Compressors, Coolers & Safety Devices .....
- 39 Air Receivers & Safety devices—Main .....
- 40 Auxiliary .....
- 41 Oil Fuel Tanks (Not forming part of hull structure) .....
- 42 Evaporators .....
- 43 Have Evaporator Safety Valves been tested under steam? .....
- 44 Steering Machinery .....
- 45 Windlass .....
- 46 Fire Extinguishing Arrangements .....

AUXILIARY ENGINES (Identify by position) .....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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 and Motors .....
j Magnetic Couplings .....			s Navigation Light Indicators .....
k Air Gap .....			

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

MAIN .....

Superheaters .....

Safety Valves .....

Mountings, Doors & Fastenings .....

Safety Valves Adjusted to { Sat. ....  
Spt. ....

Boiler Securing Arrangements .....

Main Economisers .....

Steam Heated Steam Generators .....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? .....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? .....

AUXILIARY, DONKEY or PRESS .....

Exhaust Gas Heated Economisers .....

Steam Generator Safety Valves Adjusted to .....

Forced Circulating Pumps .....

Funnel .....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main .....

Were Copper Pipes annealed? .....

Auxiliary (over 3 in. bore) .....

Have Saturated Pipes in cylindrical boiler smoke boxes been tested? .....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

**DAMAGE** Stated to have occurred when the vessel was leaving the River Thames on 5th March, 1962, when the propeller struck a buoy severely bending 2 blades and slightly damaging a third.

**NOW DONE FOR DAMAGE:** The damaged propeller was removed and the tailshaft taken ashore for examination, when it was found straight when checked in a lathe. Some slight pitting at the large end of the taper was removed by polishing, and afterwards crack detected.

A reconditioned spare propeller, stated to be from the M.V. "SAMUEL CLEGG", and stamped "RIH2504-M.B. & B.Co. Scimitar 459225 ZR3658" was fitted to the shaft. The Shaft and propeller were then refitted into the ship.

**NOTE:** It was further stated that the propeller now fitted is identical in all respects to the original.

**NOW DONE FOR REPAIRS:** The outer oil gland was machined, refaced and rebedded at this time.



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Survey fees .....

Damage fee TS(OG) ... £9. 9. 0.

Expenses... .. 5. 0.

Date when A/c rendered .....

