

Rpt. 9

Date of writing report 27. 3. 62.
Survey held at SUNDERLAND

Received London
No. of visits 3

Port SUNDERLAND
First date 20. 3. 62. Last date 21. 3. 62. No. A167

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 00220 Name M.V. "A D A M S B E C K"
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)

Hull		Machinery	
*100S1		*LMC	
DS	10/61	CS	10/61
SS	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 ☒ Good Wear Down of Stern Bush ☒ .012" Oil Glands Good ☒
Fastenings Good Has Screwshaft ☒ been drawn? Yes Date of Examination 21. 3. 62. Has Shaft been changed? No
~~Has Shaft now examined/~~ 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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

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
Decision

TUESDAY 17 APR 1962

AS now
TS. 3.62

40m,3,58 T. (MADE AND PRINTED IN ENGLAND.)

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

011988 - 011994 - 0217

- 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

AUXILIARY EQUIPMENT

PROPULSION

PORT

STARBOARD

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

AUXILIARY, DONKEY or PRESS

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Exhaust Gas Heated Economisers

Main Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Forced Circulating Pumps

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

Funnel

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Auxiliary (over 3 in. bore)

Main

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

Were Copper Pipes annealed?

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 rebbed at this time.



LEAVE THIS SPACE BLANK

Survey fees

Damage fee
TS (OG)

Expenses

£9. 9. 0.

5. 0.

Date when A/c rendered

30 MAR 1962

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Foundation