

WRECK  
SECTION  
Rpt. No. 792

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No. 792A

Date of writing report 21.2.61 Received London 24.2.61 Port LONDON No. 14447  
Survey held at Greenhithe No. of visits 1 First date 23.2.61 Last date 23.2.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 50260 Name S.S. "ADHERITY" Gross tons 780 Date of build 1942  
Owners F.T. Everard & Sons Ltd. Managers Port of Registry London  
Engines made 1942 By D. Rowan & Co. Ltd. Type Oil Eng. T. 3cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 1 W.P. 190lb.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey Dam. Rpr.  
Was Damage Report issued? No Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1 Oil Tanker. 10-60	*LMC. OS. 11-60
S.S. (Dr.) 7-56	MBS. 11-60
	TS. CL. 12-58
	SPS. 7-56
Classed 12-51	

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 Wear Down of Stern Bushes Oil Glands Sea Connections  
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?  
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?  
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  
19 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

Have Main Engines been tested working and manoeuvring?  
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Date of Committee WEDNESDAY 5 APR 1961  
Decision As now  
50m. 4.59 T. (MADE AND PRINTED IN ENGLAND)  
CD Noted for Header  
K.C. Kirby  
Engineer Surveyor to Lloyd's Register of Shipping  
K.C. KIRBY  
OWNERS  
10N 14447



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			/ 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
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
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
Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

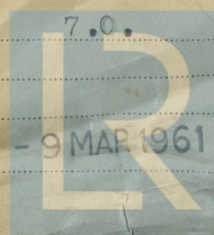
PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage to lagging on main boiler and lighting cables port side of boiler room, stated sustained as the result of fire 23.2.61.
It is stated the oil bilge was fired as the result of a blow back when the centre furnace was being set away.
NOW DONE FOR DAMAGE REPAIRS:- Four square feet of damaged lagging at port side of boiler renewed. The lighting cables (two) on port side deck head renewed.
There is no damage to the ships sturcture as result of this fire.
Two Foamite extinguishers recharged.
The oil fuel burning system and the remote controls examined and tried under working conditions and all found in good, order.

LEAVE THIS SPACE BLANK

Survey fees
Repair. £10.10.0.
Damage fee
Expenses .. 7.0.

Date when A/c rendered



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